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880629 AGENDA & MIN
198812

OPERATION & WORKS COMMITTEE MG.0

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MANSU DEVELOPMENT INC.

CITY OF MISSISSAUGA
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THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

WEDNESDAY, JUNE 29, 1988 - 9:00 A.M.

RESOURCE LIBRARY - CIVIC CENTRE

Members: Councillor H. Kennedy
Councillor F. McKechnie
Councillor D. Culham
Councillor D. Cook
Councillor D. Lane (Chairman)
Councillor T. Southorn
Mayor H. McCallion (Ex-Officio)

Prepared by: Denise Peternell, Clerk's Department (896-5426)
Date: June 23, 1988

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.

INDEX - OPERATIONS AND WORKS COMMITTEE - JUNE 29, 1988

DEPUTATIONS

- A. Mr. Richard Young, 7030 Netherbrae Road
Mrs. Teresa Bednarz, 7033 Netherbrae Road
F.06.04.02
SEE ITEM 6
- B. Ms. M. Khan, Property Officer, Canada Post
Mr. B. J. Harasowsky, Malton Postal Station Manager
E.04.01
SEE ITEM 7
- C. A representative of the residents on Gallagher Drive may appear before
Committee
F.06.04.02
SEE ITEM 8
- D. Mrs. Barb Gates, Peel Board of Education
F.06.04.13
SEE ITEM 11

PRESENTATIONS

- A. Mr. E. J. Dowling, General Manager, Mississauga Transit, will make a
presentation before Committee with respect to the Kipling Bus Terminal.
D.01.04
SEE ITEM 15

PRESENTATIONS CONTINUED

- B. Mr. W. P. Taylor, Commissioner of Public Works will make a presentation before Committee with respect to:
- (i) Northwest Metro Transportation Study
 - (ii) Northwest Mississauga Roads Review
- D.01.01, D.04.05, F.06.03.08
- SEE ITEMS 2 & 3

<u>ITEM</u>	<u>FILE</u>	<u>SUBJECT</u>
1.	A.00.02.01	Flowers and/or Landscaping on Sight Triangles Policy Review
2.	D.01.01 D.04.05	Northwest Metro Transportation Study
3.	F.06.03.08	Northwest Mississauga Roads Review
4.	A.02.03.02.07	1988 Capital Budget - Traffic Signal Installations
5.	E.02.02.02.25	Release and Abandonment of Easement - Dolphin Development Company
6.	F.06.04.02	Parking - Netherbrae Road
7.	E.04.01	Hull Street Municipal Parking Lot
8.	F.06.04.02	Parking Prohibition - Gallagher Drive
9.	F.06.02.02	Street Dance - Shay Downs
10.	F.06.04.02	Traffic Congestion - Dunrankin Drive
11.	F.06.04.13	School Bus Loading Zone - Clarkson High School
12.	A.02.03.02.18	Consultant Selection
13.	J.05.88013	Access - Petro Canada Gas Bar and Car Wash and Country Style Donut Shop
14.	E.02.02.02.25	GO Transit - McConnell Road Allowance
15.	D.01.04	Kipling Bus Terminal

CITY OF MISSISSAUGA

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- SEE ITEMS 2 & 3

MATTERS FOR CONSIDERATION:

1. Report dated June 1, 1988, from the Commissioner of Public Works in response to concerns expressed with the maintenance and upkeep of the various sight triangles which are normally taken at the intersection of side streets with major roads. Current policy requires the sight triangles to be taken into City ownership in order to control any facilities constructed on the sight triangles which would restrict visibility at the intersection.

The City of Mississauga should not alter its policy of obtaining title to sight triangles, however the Landscape Planning Section of the Planning and Building Department, should be requested to pay particular attention to the aesthetic features of sight triangles during site plan reviews in high density areas.

RECOMMENDATION:

That no change be made to the current practice of requiring dedications of sight triangles and that the Landscape Section of the Planning & Building Department be requested to pay special attention to establishing appropriate landscaping features on sight triangles.

This report was included on the agenda for June 15, 1988, and deferred to this meeting at the request of Councillor D. Culham.

A.00.02.01

RECOMMEND ADOPTION

2. Report dated June 17, 1988, from the Commissioner of Public Works with respect to the report prepared by the Metropolitan Toronto Planning Department entitled: 'Northwest Metro Transportation Study: Needs Analysis' (hereafter referred to as N.W.M.T.S. - Phase I). Mr. Taylor advises the N.W.M.T.S. - Phase I was commissioned by Metro Council in 1986 to identify transportation deficiencies and solutions within the northwest section of Metropolitan Toronto. Phase II of the study will examine the solutions in greater detail.

June 29, 1988

The work was done under the direction of a steering committee consisting of staff from the Ontario Ministry of Transportation, Metropolitan Toronto Planning and Roads and Traffic Departments and the Toronto Transit Commission. A working committee with representatives from municipal agencies within and adjacent to the study area (including the Mississauga Public Works Department) provided technical input to the study and reviewed on-going work throughout the study.

Mr. Taylor comments on:

- (a) the widening of Eglinton Avenue West from Renforth Drive to Black Creek Drive and concludes the recommendation is compatible with Mississauga's plans for express bus service operating from the City Centre to Metro Toronto in the Highway 403/Eglinton Avenue corridor and should be supported.
- (b) Ministry of Transportation Studies to initiate, fund and co-ordinate a number of studies with the assistance of an inter-regional technical committee. The aforementioned studies, include GO Rail Service Expansion Studies; West Metro boundary transit study; an origin/destination survey of trips using Highway 401 east of Highway 403 to the Humber River to provide a basis for determining road and transit improvements to relieve congestion on this section of Highway 401.

RECOMMENDATION:

That the Municipality of Metropolitan Toronto be advised that the City of Mississauga endorses the following recommendations of the Northwest Metro Transportation Study, on the condition that the City of Mississauga is appropriately represented in future studies:

- (i) the widening of Eglinton Avenue West from Renforth Drive to Black Creek Drive with the possible utilization of the additional lanes only for peak period buses;
- (ii) studies to address expansion of GO Rail services;
- (iii) a West Metro boundary transit study; and
- (iv) an origin/destination survey of trips using Highway 401 between Highway 403 and the Humber River.

D.01.01, D.04.05

RECOMMEND ADOPTION

3.

Report dated June 17, 1988, from the Commissioner of Public Works with respect to the Northwest Mississauga Roads Review report which is in response to a number of related requests regarding the impacts of new development on the road network serving the northwest section of Mississauga through Community Planning & Development Committee and the Commissioner of Planning for the Region of Peel.

Mr. Taylor advises of the findings of a review of the impact of all projected residential and industrial/commercial development on the road network serving the northwest section of Mississauga over the next five (5) years. The findings are based on a screenline (major corridor) analysis of traffic volumes during the morning rush hour. In addition comments on specific development applications are provided. The study area is bounded by Hurontario Street in the east, Eglinton Avenue in the south and the City boundaries in the west and north.

The major findings are summarized below:

1. Although there are situations where major roads are operating at/or close to capacity there appears to be surplus capacity to accommodate existing traffic volumes in major north-south and east-west corridors, except for Highway 401 west of Highway 403.
2. The Study's results confirm the need for major road improvements currently scheduled by the City (in its 10-Year Capital Budget) and the Region (in its Draft 10-Year Major Roads Forecast) over the next five years on Derry Road, Britannia Road, Eglinton Avenue, Mississauga Road, Erin Mills Parkway, Mavis Road, Winston Churchill Boulevard and Hurontario Street.
3. The study indicates the need for additional road improvements on Highway 401, Mavis Road, Hurontario Street, Confederation Parkway within the next five years and on Britannia Road over the next ten years.
4. Finally the study indicates the need for:
 - 4.1 A further condition of development related to Draft Plan T-87027 by Erin Mills Development Corporation, respecting the widening of Britannia Road, and
 - 4.2 Discussions between the Region and Erin Mills Development Corporation regarding the timing of the widening of Erin Mills Parkway.

RECOMMENDATION:

- (a) That the Ministry of Transportation be requested to program the construction of the Highway 401 Collector Distributor System westerly to a new interchange at the Mavis Road Extension by 1993.
- (b) That the following road improvements included in the Region of Peel's "Draft Capital Budget and Forecast - Major Roads 1988-1997" be endorsed:
 - (i) The widening of Derry road from Hurontario Street to west of Highway 401 between 1989 and 1993;

- (ii) The widening of Britannia Road from Hurontario Street to Creditview Road during 1889 and 1990;
 - (iii) The widening of Mississauga Road from Highway 401 to Erin Mills Parkway in 1989;
 - (iv) The widening of Erin Mills Parkway from Mississauga Road to Battleford Road in 1989;
 - (v) The widening of Erin Mills Parkway from Erin Centre Boulevard to Highway 403. The timing of this should be reviewed to ensure that this improvement is in place prior to occupancy of the townhouse and apartment components of the lands subject to plans of subdivision under Files T-87027 and T-87026.
- (c) That the Region of Peel be requested to add the following improvements to its "Capital Budget and Forecast - Major Roads 1988-1997":
- (i) The widening of Britannia Road from Creditview Road to Erin Mills Parkway during 1991 and 1992; and
 - (ii) The widening of Britannia Road from Erin Mills Parkway to Ninth Line.
- (d) That the Region of Peel be requested to add the following condition of approval to the plan of subdivision under File T-87027 by Erin Mills Development Corporation (area bounded by Britannia Road West, Erin Mills Parkway, Thomas Street and Winston Churchill Boulevard):
"Prior to site development plan approvals for the townhouses and apartments Britannia Road shall have been completed to 4 lanes from Hurontario Street to Erin Mills Parkway."
- (e) That the findings of the Northwest Mississauga Roads Review respecting City of Mississauga roads as outlined in the report dated June 17, 1988, from the Commissioner of Public Works, to the Operations & Works Committee meeting on June 29, 1988, be approved as a basis for preparing the Public Works Department's 1989 to 1998 Capital Budget and Forecast for Major Road Improvements.

F.06.03.08

RECOMMEND ADOPTION

4. Report dated June 15, 1988, from the Commissioner of Public Works with respect to the 1988 Capital Budget - Traffic Signal Installations.

Council approved the following funding for new traffic signal installations as part of the 1988 Capital Budget:

	City Funded Installations (\$ 000)	Developer Funded Installations (\$ 000)	Total 1988 Budget (\$ 000)
Gross Cost	300	855	1,155
Subsidy	(120)	-	(120)
Contributions	-	(855)	(855)
Net City Cost	<u>180</u>	<u>0</u>	<u>180</u>

Traffic signals are proposed for installation at five intersections, utilizing City and M.T.O. funding. Based on the M.T.O. subsidy approval, the effective subsidy available to support the 1988 Traffic Signal Program will be reduced to 43% as opposed to the eligible rate of 50%.

Seven other intersections have been identified for signal installations which will be totally financed through developer contributions.

The warranted signal installation at Mississauga Road and Main/Pearl Street will be subject to a further review.

RECOMMENDATION:

- That with regard to the 1988 Traffic Signal Capital program:
(a) The 1988 Capital Budget be revised as follows:

	City Funded Installations (\$ 000)	Developer Funded Installations (\$ 000)	Total 1988 Budget (\$ 000)
Gross Cost	316	420	736
Subsidy	(136)	-	(136)
Contributions	-	(420)	(420)
Net City Cost	<u>180</u>	<u>0</u>	<u>180</u>

- (b) The following locations be included in the City funded traffic signal installation program:

Winston Churchill Boulevard and Tours Road
Britannia Road and Kennedy Road/Coopers Avenue
Fieldgate Drive and Bough Beeches Boulevard
Glen Erin Drive and Council Ring Road
Tomken Road and Willowbank Trail

- (c) The following locations be included in the developer funded traffic signal installation program:

Burnhamthorpe Road and Loyallist Drive.
Dundas Street and Cee-Phil Developments.
Rathburn Road and Duke of York Boulevard.
Rathburn Road and Elora Drive.
Central Parkway and Confederation Parkway.
Fairview Road and Confederation Parkway.
Mavis Road and Huntington Ridge.

- (d) A further report be prepared on alternatives to the signal installation at Mississauga Road and Main/Pearl Street.
- (e) Additional developer funded installations in 1988 be reported to Council for approval as they become needed.

A.02.03.02.07

RECOMMEND ADOPTION

5. Report dated June 15, 1988, from the Commissioner of Public Works with respect to a Release and Abandonment of Easement over Lot 71, Plan 529, located adjacent to Isherwood Court, south of Britannia Road West and east of Erin Mills Parkway.

Mr. Taylor advises during the process of examining the Title of Lot 71 prior to applying for a building permit, the owner, Mr. Paul Ravensdale, discovered the six foot wide drainage easement located within the east boundary of his property. This easement was granted by the original developer, Dolphin Development Company Limited and registered on December 19, 1958. Mr. Ravensdale has requested that, if the City is not using this easement and has no future need for the easement, the City arrange for this easement to be abandoned and removed from the Title of his property.

A review of existing and future services on Isherwood Court and the surrounding area has revealed that sanitary sewer and water services are in place. A future storm sewer for Isherwood Court would be installed without the use of the drainage easement on Lot 71.

RECOMMENDATION:

That the City of Mississauga enact a By-law authorizing the execution and registration of a Release and Abandonment of Easement for the drainage easement located on Lot 71, Plan 529 and Registered on December 19, 1958 as Instrument No. 6479, granted by the Dolphin Development Company Limited.

E.02.02.02.25

RECOMMEND ADOPTION

6. Report dated June 13, 1988, from the Commissioner of Public Works in response to a number of inquiries made by residents of the Netherbrae Road area with respect to the apparent need for extended on-street parking as well as parking prohibitions within this neighbourhood of the Malton community.
- (a) Mr. Richard Young, 7030 Netherbrae Road, presented a petition to City Council on May 24, 1988, requesting twelve (12) hour parking on Netherbrae Road.
 - (b) Mr. Jerry Colarusso of 7033 Netherbrae Road, Unit 9, contacted Councillor McKechnie in April, 1988 requesting on-street extended parking on Netherbrae Road due to on-site parking shortages at his condominium residence. Mr. Colarusso is on the Board of Directors of the condominium association.
 - (c) Mrs. Lorie Gillespie, 7030 Netherbrae Road, submitted a petition to Councillor McKechnie requesting on-street extended parking in September 1987.
 - (d) Mrs. J. Ivanshyn of 6931 Darcel Avenue contacted Councillor McKechnie in September of 1987 requesting a one side parking prohibition on Rexwood Road due to overnight parking.

Public Works staff have monitored this area during the previous months and have been in contact with Councillor McKechnie in this regard. Parking Control staff have been contacted by residents on a number of occasions with respect to parking complaints and have issued parking tickets when necessary.

Although there is evidence of a need for additional parking space for a number of residents in the condominium developments at 7030 and 7033 Netherbrae Road, permitting extended on-street parking on this roadway would create problems for those residents fronting this street. Further, to ensure an adequate level of safety and to reduce the on-going damage to the shoulders and ditches of Rexwood Road, parking should be prohibited at anytime on both sides of this roadway.

RECOMMENDATION:

- (a) That extended twelve (12) hour parking not be implemented on Netherbrae Road as the placement of the driveways does not provide adequate area for the safe parking of vehicles.
- (b) That a by-law be enacted to amend By-Law 444-79 as amended to implement a 'No Parking Anytime' prohibition on both sides of Rexwood Road between Netherbrae Road and Derry Road.

Mr. Richard Young, 7030 Netherbrae Road and Mrs. Teresa Bednarz, 7033 Netherbrae Road will appear before Committee regarding this matter.

F.06.04.02

RECOMMEND ADOPTION

7. Report dated June 14, 1988, from the Commissioner of Public Works in response to a request by Ms. M. Khan on behalf of Canada Post and Mr. B. J. Harasowsky, Malton Postal Station Manager, to park Canada Post vehicles and postal workers' private vehicles in the Hull Street Municipal Parking Lot.

In a letter to Councillor McKechnie dated October 1987 from Mr. Harasowsky, it is indicated that the current postal station at 2855 Derry Road is too small to serve the needs of the growing Malton Community. In this regard there is insufficient space to accommodate all the postal vehicles, employee vehicles and those of the post office customers. This has resulted in the need to park vehicles on adjacent residential streets.

Canada Post has advised that they are currently searching for a new facility which when finalized would alleviate these concerns. However, as an interim solution, they feel their vehicles could be accommodated in the Hull Street Municipal Parking Lot.

Ms. Khan has advised that space is required for approximately forty (40) vehicles, which would consist of Canada Post vans and station wagons as well as employee vehicles, and will be needed for twelve (12) to fifteen (15) months.

Public Works staff have monitored the usage of the Hull Street Lot, and based on this review are confident that this request can be accommodated without inconveniencing other lot patrons.

Currently, parking is permitted in the Hull Street lot for a maximum of three (3) hours, which would require an amendment to permit a maximum of twelve (12) hour parking.

RECOMMENDATION:

- (a) That a by-law be enacted to amend Traffic By-law 444-79, as amended, to implement a change in the maximum allowable parking duration from three (3) to twelve (12) hours in the Hull Street Municipal Parking Lot No. 8.
- (b) That Ms. Mary Khan, Property Officer for Canada Post be advised that the City of Mississauga will permit the parking of a maximum of forty-five (45) Canada Post and employee vehicles, (not including heavy trucks) during postal station business hours only for a period up to and including August 31, 1989 within the Hull Street Municipal Parking Lot No. 8, subject to the following conditions:
 - (i) that these vehicles be restricted to a single portion of the lot as determined by the Public Works Department,
 - (ii) that Canada Post agrees to have all its vehicles removed from said lot upon thirty (30) days written notice from the City of Mississauga,

- (iii) that Canada Post agrees to repair any damage to the lot as a result of the parking of its vehicles within this facility,
- (iv) that Canada Post agrees to release the City of Mississauga of any liability incurred as a result of the parking of its vehicles within this facility.
- (c) That the Public Works Department monitor the parking situation within the Hull Street Parking Lot on a monthly basis to ensure that other lot patrons are not unduly inconvenienced by the parking arrangement with Canada Post.

Ms. M. Khan, Property Officer, Canada Post and Mr. B. J. Harasowsky, Malton Postal Station Manager will appear before Committee with respect to this matter.

E.04.01

RECOMMEND ADOPTION

8. Report dated June 15, 1988, from the Commissioner of Public Works in response to a petition from Mr. & Mrs. Binch, 3576 Gallagher Drive, requesting removal of the parking prohibitions that are in effect on both sides of Gallagher Drive from Otis Avenue to Conliffe Court, between 7:00 a.m. and 7:00 p.m. daily. Vehicles parked by fishermen on Gallagher Drive have previously created problems to area residents. Eliminating the parking prohibitions would re-introduce these problems. Since only 16 of the 47 residences have supported this request, the Public Works Department is reluctant to support the removal of the parking prohibitions on Gallagher Drive. However, the Public Works Department would support the implementation of seasonal parking prohibitions on Gallagher Drive if the majority of residents support this proposal.

RECOMMENDATION:

- (a) That the parking prohibitions on both sides of Gallagher Drive, between the south limit of Otis Avenue and the north limit of Conliffe Court, remain in effect from 7:00 a.m. to 7:00 p.m. daily.
- (b) That the Councillor Culham contact the residents of Gallagher Drive to ascertain their views on implementing the parking prohibitions on a seasonal basis.

F.06.04.02

RECOMMEND ADOPTION

9. Report dated June 15, 1988, from the Commissioner of Public Works in response to a request by Mr. E. Williams, 5876 Shay Downs through Councillor Southorn's office for a road closure for a street dance and barbeque for Saturday, July 16, 1988 between the hours of 4:00 p.m. and 12:00 midnight.

Mr. Williams has indicated that all of the residents of Shay Downs, as well as a number of Hargood Place residents will be in attendance, and a petition signed by these residents will be forwarded.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law 444-79, as amended, to implement the closure of Shay Downs for a street dance on Saturday, July 16, 1988 between 4:00 p.m. and 12 midnight subject to the following conditions:

- (i) Completion of a road closure permit at least five (5) working days prior to the event.
- (ii) Completion of a Hold Harmless Agreement releasing the City from any liability incurred as a result of this event.
- (iii) That the applicant obtain and return, at his own expense, road closed signs/barricades.

F.06.02.02

RECOMMEND ADOPTION

10. Report dated May 19, 1988, from the Commissioner of Public Works in response to a request by Councillor F. McKechnie regarding traffic congestion on Dunrankin Drive.

Traffic congestion in the area of Dunrankin Public School has been causing a number of problems for the local residents.

The congestion is as a result of parents picking up and dropping off their children in front of the school. Vehicles consistently park on both sides of Dunrankin Drive creating sight line obstructions and reducing the effective width of the roadway particularly through the curved section where the school is located.

Parking could be prohibited on both sides of Dunrankin Drive through the curve to help minimize conflicts. Some parking would still be available in the vicinity of the school for the parents.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-Law 444-79, as amended, to implement a no parking anytime prohibition on both sides of Dunrankin Drive between a point 61 metres east of Wainbrook Road and a point 65 metres north-easterly.

F.06.04.02

RECOMMEND ADOPTION

11. Report dated May 25, 1988, from the Commissioner of Public Works in response to a request by Mrs. Barb Gates of the Peel Board of Education, to extend the loading zone across the entire frontage of Clarkson High School, Bromsgrove Road, since in excess of fifteen (15) buses were used at the school and the existing zone could not accommodate the entire fleet.

A report was prepared for the Operations and Works Committee meeting of February 24, 1988 and was scheduled for the Council agenda of March 28, 1988. The report was deferred by Councillor Mullin pending a further site review.

Public Works personnel met on site with Councillor Mullin and Mrs. Gates on May 6, 1988 and it was determined that proper utilization of the on-site school space would allow for the on-site accommodation of all the school buses while maintaining an acceptable level of safety.

The Public Works Department generally supports on-street school bus loading zones when and where they are necessary, depending on the type and nature of the roadway. Since on-site space is available at Clarkson High School, to accommodate these school buses, and since Bromsgrove Road is a major residential collector roadway, it is felt that the relocation of the loading zone to school property would enhance traffic movement and create a greater level of safety.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law 444-79, as amended, to remove the school bus loading zone adjacent to Clarkson High School on Bromsgrove Road, as adequate on-site space is available to accommodate the school buses.

Mrs. Barb Gates, Peel Board of Education, will appear before Committee with respect to this matter.

F.06.04.13

RECOMMEND ADOPTION

12. Report dated June 14, 1988, from the Commissioner of Public Works advising that Council at its meetings of February 22, 1988 and June 13, 1988 adopted Operations and Works Committee Recommendations regarding the North/South Arterial Road Study and Busway and Transit Terminal Study for the City Centre Area requesting "that proposals be requested from a number of consulting firms for the functional design of the future Busway and Transit Terminal in the City Centre Area and, that the Ministry of Transportation for Ontario be requested to provide special subsidy from the Ontario Transportation Investment Initiatives fund for the functional design of the Busway and Transit Terminal in the City Centre Area."

Proposals from consultants for engineering services are requested so that the project team qualifications and experience can be assessed with respect to a particular project. The preparation of proposals involves cost not only to the consultant, but also to the City in staff time.

Based on a review of available consultants, it is recommended that direct appointments be made as follows:

- (a) North/South Arterial Road between Eglinton Avenue and Courtneypark Drive east of Dixie Road, be awarded to M.M. Dillon Limited.
- (b) Busway and Transit Terminal Study in the City Centre area be awarded to McCormick Rankin.

These direct study awards are recommended based on past and ongoing experience directly related to the projects and are subject to the satisfactory preparation of detailed work programs and cost breakdowns for the approval of Council.

RECOMMENDATION:

- (a) That the route feasibility and preliminary design study relating to a new North/South Arterial Road between Eglinton Avenue and Courtneypark Drive east of Dixie Road, be awarded to the firm of M.M. Dillon Ltd., subject to the preparation of a detailed work program, study costs and study agreement for the approval of City Council.
- (b) That the Busway and Transit Terminal Study in the City Centre area be awarded to the firm of McCormick Rankin, subject to the approval by the Ministry of Transportation for Ontario of special subsidy from the Ontario Transportation Investment Initiative Program, and the preparation of a detailed work program, study costs and study agreement for the approval of City Council.

A.02.03.02.18

RECOMMEND ADOPTION

13. Report dated June 16, 1988, from the Commissioner of Public Works in response to Operations and Works Committee Recommendation OW-205-88 (May 11, 1988) as follows:

"That the access to the Petro Canada Gas Bar/Country Style Donut Shop site on the north-west corner of the intersection of Eglinton Avenue and Tomken Road be referred to staff and the area representative, Councillor F. McKechnie, for further review."

At this point in time a serious accident problem and safety hazard has not been identified that would warrant the restriction of the access points to the Country Style Donut Shop and the Petro Canada Gas Bar and Car Wash on the north-west corner of the intersection of Tomken Road and Eglinton Avenue.

RECOMMENDATION:

That no action be taken at this time with respect to the access points to Eglinton Avenue from the Petro Canada Gas Bar and Car Wash and the Country Style Donut Shop development on the north-west corner of the intersection of Tomken Road and Eglinton Avenue.

J.05.88013

RECOMMEND ADOPTION

14. Report dated June 17, 1988, from the City Clerk in response to a request from GO Transit to renew permission to enter on untravelled portion of McConnell Road.

On July 15th, 1987 Council enacted By-law 598-87 authorizing GO Transit to enter onto a portion of the untravelled McConnell Road allowance, described as Part 5 on Plan 43R-14304 for the purpose of widening the existing grade for the Toronto/Milton Rail Service Project. The said permission expired on December 31, 1987 and GO Transit has requested an extension until December 31, 1988.

The Public Works Department has reviewed this request and have no objections to Granting the Permission to Enter.

RECOMMENDATION:

That a by-law be enacted authorizing the execution of a Permission to Enter Agreement onto City lands, being a part of the untravelled McConnell Road and described as Part 5 on Plan 43R-14304.

E.02.02.02.25

RECOMMEND ADOPTION

15. Report dated June 8, 1988, from the General Manager, Mississauga Transit, summarizing the report "Kipling Terminal - Bus Expansion & Gateway Overview" prepared by the consulting firm of Marshall Macklin Monaghan Ltd. Mr. Dowling advises the Mississauga Transit & Study Steering Committee to oversee the study was comprised of representatives from the Ministry of Transportation, GO Transit, Mississauga Transit, Region of Peel, Toronto Transit Commission and Metropolitan Toronto. The report outlines the study purpose and findings and concludes of the six conceptual alternative locations studied by the Steering Committee agreement was reached that Alternative No. 2 - the present Kiss N' Ride site - will best satisfy the essential requirements of Mississauga Transit, namely:

- (a) Passengers walk the minimum possible distance between the bus terminal and the subway platform.
 - (b) Sufficient bus bays are provided to accommodate anticipated bus routes and number of buses and, sufficient space provided for lay-over buses.
 - (c) That access to and from the bus terminal to and from Dundas and Bloor Streets would not result in excessive delays to bus service.
 - (d) That the terminal could be extended in the future.
- These requirements would be met only by Alternative No. 2.

RECOMMENDATION:

That the Alternative No. 2 bus terminal plan as described in the Marshall Macklin Monaghan Final Report on the Kipling Terminal - Bus Expansion and Gateway Overview Study be approved and that the Minister of Transportation be so advised and requested to proceed quickly with the construction of this important terminal facility.

D.01.04

RECOMMEND ADOPTION



Corporate Report

OPERATIONS WORKS

JUN 29 1988

OPERATIONS WORKS

JUN 15 1988

Received by
Clerk's Dept.

JUN 7 1988

Clerk's Files

A-00-02-01

Originator's
Files

11 141 00045
14 111 00001

DATE : June 1, 1988
TO : Chairman and Members of Operations and Works Committee
FROM : W.P. Taylor, Commissioner, Public Works Department
SUBJECT : Flowers and/or Landscaping on Sight Triangles
Policy Review

ORIGIN : Memo dated January 18, 1988 from Councillor D.J. Culham

BACKGROUND : Concern has been expressed with the maintenance and upkeep of the various sight triangles which are normally taken at the intersection of side streets with major roads. Current policy requires the sight triangles to be taken into City ownership in order to control any facilities constructed on the sight triangles which would restrict visibility at the intersection.

Normally, these sight triangles will be left in a sodded condition by the developer in residential or lower density industrial or commercial developments. In high density commercial or industrial areas, these sight triangles are quite often integrated into the overall streetscape design as a component of the landscaping features.

Utilities are not normally located within the sight triangles as their main purpose is to maintain visibility. However sometimes sidewalks, traffic signal standards, or light standards are placed on these blocks.

Sight triangles in commercial areas are normally landscaped in accordance with the overall landscaping plan for the development. Both the Planning and Public Works Departments have some reservations with requiring flowers to be placed on the daylighting triangles, although certainly no objection would be raised if the applicant wished to pursue the establishment of flower beds.

Reluctance of staff to require flower beds revolves around the seasonal nature of flowers, the associated maintenance costs, the poor aesthetics of the area in the

continued ...

i(a)

off season, and the tendency of flower beds to catch litter and to grow weeds unless maintained to a very high standard. Normally such high maintenance standards would be feasible only with a full time groundskeeper on staff.

Planning and Public Works staff would not have any objection to flowers or any other major landscaping features being located on sight triangles, if these were put forward by the developer as a result of community involvement or discussions with the Ward Councillor.

Public Works staff do not feel that sight triangles could be adequately protected for their prime use, that is visibility, using easements. Therefore, Public Works would strongly prefer to maintain City ownership of sight triangles. In certain areas adequate visibility can be maintained through corner roundings instead of sight triangles. These are assessed on an individual basis, depending on the traffic volumes of the intersecting roads. Where applicable, they do minimize the amount of City-owned land required.

CONCLUSION :

The City of Mississauga should not alter its policy of obtaining title to sight triangles, however the Landscape Planning Section of the Planning and Building Department, should be requested to pay particular attention to the aesthetic features of sight triangles during site plan reviews in high density areas.

RECOMMENDATION :

That with respect to the City of Mississauga sight triangle policy :

- a) No change be made to the current practice of requiring dedications of sight triangles.
- b) The Landscape Section of the Planning & Building Department be requested to pay special attention to establishing appropriate landscaping features on sight triangles associated with commercial/industrial and high density residential developments.


William P. Taylor, P.Eng.,
Commissioner,
Public Works Department

cc : Councillor D.J. Culham
A.E. McDonald
R.G.B. Edmunds
K. Lew

REC:jb
1070



MEMORANDUM

Site Triangles

1(h)

Terry Julian

City Clerk

From David J. Culham

Dept. Councillor Ward 6

18 January 1988

RE: Site Triangles Policy
Operations & Works Committee

I would like to ask staff to reevaluate the taking of dedicated land in site triangles abutting commercial or multiple housing apartment land. Obviously in single family or in other residential land uses the taking of a site triangle makes a great deal of sense. However, with our objective to provide locations for utilities and to have a clear line of vision at intersections could be obtained through easements and maintenance contract agreements. In turn we would have the advantage of the land being assessed and therefore taxed as well as locating flower beds to be maintained by the abutting owner. We have achieved two of these by agreement in Ward 6 and I think a flower bed that does not raise above two or three feet provides the location for utilities while at the same time leaving the site triangles open for a line of vision.

In existing cases such as at Glengarry and Duncas the private space has been lockstoned and the public space in the site triangle has been left in sod. Within six months this deteriorated because of trespassing across it but the owner obviously is reluctant to go back now a year or two later and properly beautify the public property. If this remained private space that it beautified of course there would be a maintenance agreement requiring it to be done.

Given that people are very much aware of losing green space within the City and given that it is a great expense to the City to maintain these properties that have a very confused maintenance responsibilities I think we should review our policy to include this as part of the private beautification program.

[Signature]
David J. Culham
Councillor Ward 6

DJC:jk



Corporate Report

2

OPERATIONS WORKS JUN 29 1988

Received by
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Clerk's Files D.01.01, D.04.05

Originator's
Files

11 141 00045
22 121 00002

DATE: June 17, 1988
TO: Chairman and Members of the Operations and Works Committee
FROM: W. P. Taylor, P. Eng., Commissioner of Public Works
Department
SUBJECT: Comments on the Northwest Metro Transportation Study

ORIGIN: Report Request No. 171-88

BACKGROUND: The Transportation Committee of Metropolitan Toronto has forwarded a communication (May 11, 1988) to the City Clerk of Mississauga (see Appendix 1 for a copy) requesting comments on a report prepared by the Metropolitan Toronto Planning Department entitled: 'Northwest Metro Transportation Study: Needs Analysis' (hereafter referred to as N.W.M.T.S. - Phase I).

The N.W.M.T.S. - Phase I was commissioned by Metro Council in 1986 to identify transportation deficiencies and solutions within the northwest section of Metropolitan Toronto. Phase II of the study will examine the solutions in greater detail.

The work was done under the direction of a steering committee consisting of staff from the Ontario Ministry of Transportation, Metropolitan Toronto Planning and Roads and Traffic Departments and the Toronto Transit Commission. A working committee with representatives from municipal agencies within and adjacent to the study area (including the Mississauga Public Works Department) provided technical input to the study and reviewed on-going work throughout the study.

Comments are provided below on the recommendations of the N.W.M.T.S. - Phase I which may impact on the City of Mississauga.

COMMENTS:

- a) Widening of Eglinton Avenue West from Renforth Drive to Black Creek Drive

The widening of Eglinton Avenue West from Renforth Drive to Black Creek Drive, with the possible utilization of the additional lanes only for peak period buses, has been recommended for inclusion in the Metro Roads and Traffic Capital Works Programme: 1989-1993.

2(a)

COMMENTS: (Continued)

This recommendation is compatible with Mississauga's plans for express bus service operating from the City Centre to Metro Toronto in the Highway 403/Eglinton Avenue corridor and should be supported.

Metro Council at its meeting on March 1, 1988, has already given conditional approval to an earlier request from the City of Mississauga that Eglinton Avenue West be widened westerly from Highway 427 to the Etobicoke Creek to provide for exclusive bus lanes.

There is an outstanding request (No. 86-88) for the Public Works Department to report on the conditions of Metro's approval of the widening of Eglinton Avenue West, west of Highway 427. This report will be forthcoming in the near future.

b) Ministry of Transportation Studies

The N.W.M.T.S. - Phase I recommends that the Ministry of Transportation be requested to initiate, fund and co-ordinate a number of studies with the assistance of an inter-regional technical committee.

The aforementioned studies, include:

i) GO Rail Service Expansion Studies, specifically:

- Environmental and feasibility studies for upgrading service (including the provision of off-peak service) on the Milton, Georgetown and Richmond Hill GO Rail lines.
- The development of an overall implementation strategy for GO Rail improvements.

ii) West Metro boundary transit study with the aim of:

- Implementing fare integration and service co-ordination;
- Investigating new cross-boundary transit services;
- Identifying key routes where transit priority measures could be implemented.

COMMENTS: (Continued)

2(h)

- 111) An origin/destination survey of trips using Highway 401 east of Highway 403 to the Humber River to provide a basis for determining road and transit improvements to relieve congestion on this section of Highway 401.

The proposed West Metro boundary transit study could potentially have a significant impact on the Mississauga Transit System. As such this study should be a joint undertaking, with the City of Mississauga being represented not only on any technical committees but also on a steering committee vested with responsibility for establishing the terms of reference for the study.

The Public Works Department is presently developing a ten-year transit service strategy plan and has recommended in a recent report (May 31, 1988) that this be done with the assistance of a consultant. It is important that this work be completed prior to the recommended West Metro boundary transit study to ensure that the City's goals with respect to its transit system are established so that the City's interests will be well represented in the proposed study.

While the GO Rail system is principally the responsibility of the Province, it is an integral and increasingly important part of the City's overall transportation system. As such it is important to co-ordinate Provincial and local transportation planning efforts related to the expansion of GO Rail, especially between GO Rail and the Mississauga Transportation System. Therefore, the City of Mississauga should be represented on any technical committees formed to study the expansion of GO Rail services within Mississauga (i.e. Lakeshore West, Milton and Georgetown services) and also on any studies aimed at developing an overall implementation strategy for the entire GO Rail system.

The proposed origin/destination survey of the highly congested section of Highway 401 between Highway 403 and the Humber River should provide useful information to support transportation planning efforts in the northeast section of Mississauga. The City should therefore be represented on any technical committee established to undertake the survey.

June 17, 1988.

2(c)

CONCLUSIONS:

The N.W.M.T.S. - Phase I recommendation to widen Eglinton Avenue West from Renforth Drive to Black Creek Drive should be endorsed by the City of Mississauga.

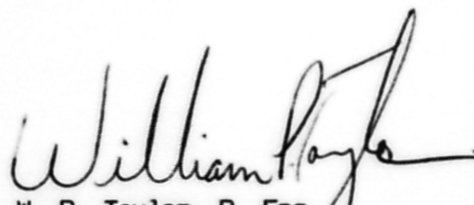
The N.W.M.T.S. - Phase I recommendations respecting studies of GO Rail Expansion, West Metro boundary transit services and origins/destinations of trips on Highway 401 between Highway 403 and the Humber River should be endorsed by the City of Mississauga, on the condition that the City's interests are adequately represented.

RECOMMENDATIONS:

That the Municipality of Metropolitan Toronto be advised that the City of Mississauga endorses the following recommendations of the Northwest Metro Transportation Study, on the condition that the City of Mississauga is appropriately represented in future studies:

- (i) the widening of Eglinton Avenue West from Renforth Drive to Black Creek Drive with the possible utilization of the additional lanes only for peak period buses;
- (ii) studies to address expansion of GO Rail services;
- (iii) a West Metro boundary transit study; and
- (iv) an origin/destination survey of trips using Highway 401 between Highway 403 and the Humber River.

WRS/edm
0812E/151E


W. P. Taylor, P. Eng.
Commissioner
Public Works Department

2(d)

The Municipality of
Metropolitan Toronto

Metropolitan Clerk's Department

City Hall, Toronto, Ontario, Canada, M5H 2N1
Telex: 06 23472 392-8021 (416) 392-2960
Telephone



Daniel Crombie, *Metropolitan Toronto Clerk*
Novina Wong, *Deputy Metropolitan Clerk*

May 11, 1988

Mr. T. L. Julian,
City Clerk of Mississauga,
300 City Centre Drive,
Mississauga, Ontario.
L5B 3C1

Dear Sir:

The Transportation Committee on May 9, 1988, had before it a joint report (April 29, 1988) from the Commissioner of Planning, the Commissioner of Roads and Traffic and the Chief General Manager, Toronto Transit Commission, respecting the Northwest Metro Transportation Study, recommending that:

- (1) the following projects be included in the 1989 - 1993 Capital Works Programme for the Roads and Traffic Department:
 - (a) the widening of Dufferin Street from Finch Avenue West to Steeles Avenue West to accommodate reserved bus lanes during peak periods; and
 - (b) the widening of Eglinton Avenue West from Renforth Drive to Black Creek Drive with the possible utilization of the additional lanes only for peak-period buses to be examined during the environmental assessment process;
- (2) the Region of York be requested to:
 - (a) include in their 1989 - 1993 Capital Works Programme for roads:
 - (i) the widening of Bathurst Street from Steeles Avenue West to Highway No. 7; and
 - (ii) the widening of Dufferin Street to accommodate reserve bus lanes during peak periods, north from Steeles Avenue to a terminus point to be determined by the study outlined in recommendation 6(c) below; and
 - (b) undertake, in consultation with Metropolitan staff, an environmental and feasibility study of the extension of Kipling Avenue north of Steeles Avenue to Highway No. 407;

(continued...page 2)

2(e)
May 11, 1988.

- (3) the Metropolitan Roads and Traffic Department be authorized to pursue the following activities:
- (a) in consultation with the Ministry of Transportation undertake a review of high occupancy vehicle (H.O.V.) and/or reversible lanes that are in operation and an assessment of the feasibility of such measures being implemented within expressway corridors in Metropolitan Toronto; and
 - (b) in consultation with City of York, North York and Toronto staff, the preparation of an implementation plan for improvements at signalized intersections in the "Northwest" inner urban area, with priority being given to locations serving industrial/commercial areas;
- (4) the Technical Transportation Planning Committee be authorized to undertake the following activities:
- (a) an operational assessment to determine the most effective ways of increasing transit speeds for the following seven road segments:
 - o Wilson Avenue from Bathurst Street to Walsh Avenue;
 - o Bathurst Street from Front Street to Wilson Avenue;
 - o Eglinton Avenue West from Avenue Road to Keele Street;
 - o Dufferin Street from Springhurst Avenue to Roselawn Avenue;
 - o King Street West from Roncesvalles Avenue and University Avenue;
 - o St. Clair Avenue West from Bathurst Street to Lansdowne Avenue; and
 - o Ossington Avenue from Queen Street to Davenport Road;with due consideration given to the impact on other traffic and on the adjacent community and to the effects of other planned improvements (e.g. Dufferin Street jog elimination at Queen Street);
 - (b) jointly with City of Etobicoke, York and Toronto staff, a transportation/land use review of the Eglinton corridor which would:
 - (i) investigate opportunities for increasing population and employment densities and prepare a detailed redevelopment plan for the corridor to promote development at a scale and density consistent with the future provision of the Eglinton West rapid transit line; and
 - (ii) identify and evaluate ways of increasing transportation capacity in the corridor between Black Creek Drive and Bathurst Street to satisfy the demands of new development until such time as a decision is made to proceed with the Eglinton West rapid transit line, such study to investigate the feasibility of minor pavement widenings, intersection improvements, expanded parking restrictions in conjunction

(continued...page 3)

2(t)

May 11, 1988.

with the provision of new off-street parking facilities, transit priority measures and any other appropriate transportation system management measures;

- (5) in view of the operational difficulties that prevail in the area affected by the terminus of the Allen Road at Eglinton Avenue, and since it is evident that the construction of Black Creek Drive has provided no relief to the congestion in the area, the Province of Ontario be requested to participate with the Metropolitan Corporation in undertaking an environmental and feasibility study for the southerly extension of the W.R. Allen Road as a basic 4-lane road, such study to include an analysis of all feasible alternatives to the undertaking and within the undertaking as well as an assessment of the costs and benefits of these alternatives;
- (6) the Ministry of Transportation be requested to initiate, fund and co-ordinate the following activities with the assistance of an inter-regional technical committee, including representatives of the Metropolitan Toronto Technical Transportation Planning Committee:
 - (a) studies to address expansion of GO Rail services:
 - (i) environmental and feasibility studies for upgrading service (including the provision of off-peak service) on the Milton, Georgetown and Richmond Hill GO Rail lines, the studies to include examination of staging line improvements with the objectives of minimizing the length of line over which improvements should be made and matching service with demand. The study of the Georgetown line should specifically include consideration of new and/or relocated stations within Metropolitan Toronto; and
 - (ii) an overall implementation strategy for all GO Rail improvements in close consultation with staff of each of the Regions in the Greater Toronto Area including Metropolitan Toronto, such strategy to address line priorities and staging of improvements for each line;
 - (b) a Peel/Metropolitan boundary transit study with the aim of:
 - (i) implementing fare integration and service co-ordination;
 - (ii) investigating new cross-boundary transit services to serve suburban employment concentrations in the Cities of Mississauga, Brampton, Etobicoke, York and North York; and
 - (iii) identifying key routes where transit priority measures (such as exclusive bus lanes during weekday peak periods) could be implemented, recognizing the various possible cross-boundary road improvements identified in the "Northwest" study report;

(continued...page 4)

2(9)
May 11, 1988.

- (c) an environmental and feasibility study for the widening of Dufferin Street to six lanes from Finch Avenue to a northern terminus in York Region, the additional lanes on Dufferin Street to be used for the extension of existing weekday peak period exclusive bus lanes feeding the Spadina subway at Wilson station;
- (d) an origin/destination survey of trips now using the highly congested section of Highway No. 401 between Highway No. 403 and the Humber River to be used as a basis for determining road and transit improvements which could relieve this section of Highway No. 401; and
- (e) jointly with City of Etobicoke staff, an analysis to determine a preferred site for an inter-regional bus terminal within the Rexdale/Highway No. 27 Centre in coordination with the following relevant studies:
 - the Provincial Gateway Study;
 - the Northwest Metro Rapid Transit Corridor Study;
 - the York Region Transit Study; and
 - the Peel/Metro Transit Study proposed in recommendation 6(b) above;
- (7) the City of Etobicoke be requested to take all appropriate actions to ensure that the type, scale and urban form of future development in the Rexdale/Highway No. 27 area are consistent with that of a Metropolitan suburban centre and that such development is capable of being effectively served by rapid transit;
- (8) the Technical Transportation Planning Committee submit annual progress reports to the Metropolitan Transportation Committee on the program of Phase II studies and activities; and
- (9) funds be allocated in 1989 and subsequent budgets of the appropriate departments to carry out the above noted studies and activities.

The Transportation Committee also had before it a communication (May 5, 1988) from Councillor Ying Hope, Ward 5, City of Toronto, and a Member of the Metropolitan Council, requesting deferral of the Northwest Metro Transportation Study in order that deputations may be heard.

The Transportation Committee also had before it a communication (May 6, 1988) from the President, South Hill District Home Owners' Association, requesting deferral of the Northwest Metro Transportation Study in order that deputations may be heard.

The Transportation Committee also had before it a communication (May 7, 1988) from the Past President, Hillcrest Residents' and Ratepayers' Association expressing opposition to the Spadina Expressway.

(continued...page 5)

2(h)

-5-

May 11, 1988.

The Transportation Committee also had before it a communication (May 6, 1988) from the President, Davenport East Residents' Association requesting deferral of the Northwest Metro Transportation Study in order that deputations may be heard.

The Transportation Committee also had before it a communication (May 7, 1988) from the President, Hillcrest Residents' and Ratepayers' Association, requesting deferral of the Northwest Metro Transportation Study in order that deputations may be heard.

Councillors Ying Hope, Jack Layton and Joseph Pantalone, City of Toronto, and Members of the Metropolitan Council, appeared before the Transportation Committee in connection with the foregoing matter.

The Transportation Committee decided to:

- (i) defer the presentation by staff on the Northwest Metro Transportation Study to its meeting to be held on May 24, 1988, at which time the presentation only will be heard;
- (ii) refer the Northwest Metro Transportation Study to the appropriate Area and Regional Municipalities with a request that their comments thereon be submitted by June 13, 1988;
- (iii) defer consideration of the foregoing matter to an evening meeting to be held in approximately six weeks' time to consider the said Study Report, the responses from the Area Municipalities, and to hear deputations thereon; and
- (iv) request the Metropolitan Chairman to determine from the Province of Ontario the current status of its transit investment review, the expected date of completion thereof, and to advise the Province of the actions of the Transportation Committee with respect to the Northwest Metro Transportation Study.

Yours truly,

N. Wong

for Metropolitan Toronto Clerk.

M. J. Holmes/lk

Enclosure.

(continued...page 6)

May 11, 1988.

2(i)

Sent To: Clerk, Borough of East York
Clerk, City of Etobicoke
Clerk, City of North York
Clerk, City of Scarborough
Clerk, City of Toronto
Clerk, City of York,
Clerk, City of Brampton
Clerk, City of Mississauga
Clerk, Regional Municipality of Peel
Clerk, Town of Vaughan
Clerk, Regional Municipality of York
Metropolitan Chairman
Commissioner of Planning
Commissioner of Roads and Traffic
General Secretary, Toronto Transit Commission
Councillor Mario Sergio

cc: Councillor Ying Hope
Councillor Jack Layton
Councillor Joseph Pantalone
Mr. A. R. Gordon
Mr. S. Keen
President, South Hill District Home Owners' Association
Past President, Hillcrest Residents' and Ratepayers' Association
President, Davenport East Residents' Association
President, Hillcrest Residents' and Ratepayers' Association



Corporate Report

3

OPERATIONS WORKS JUN 29 1988

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JUN 23 1988

Clerk's Files

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11 141 00045
11 211 00134

DATE: June 17, 1988
TO: Chairman and Members of the Operations and Works Committee
FROM: W. P. Taylor, P. Eng., Commissioner of Public Works
Department
SUBJECT: Northwest Mississauga Roads Review

ORIGIN: This report has been prepared in response to a number of related requests regarding the impacts of new development on the road network serving the northwest section of Mississauga.

The following list is a summary of the aforementioned requests:

1. Community Planning and Development Committee meeting of November 30, 1987:

During the discussion of rezoning applications OZ-47-87 and OZ-48-87 in Central Erin Mills, staff were requested to report back on concerns expressed at the public meeting, including traffic impacts.

2. Community Planning and Development Committee meeting of February 1, 1988:

During the discussion of rezoning application OZ-68-87 in Lisgar, staff were requested to report on whether the developer should be required to contribute towards the cost of reconstructing Britannia Road.

3. Community Planning and Development Committee meeting of March 21, 1988:

During the discussion of rezoning application OZ-72-87 in Lisgar, in response to concerns expressed regarding the traffic impacts, staff advised that a comprehensive report on transportation would be forthcoming.

... 2

3(a)

ORIGIN: (Continued)

In addition, in a letter (January 27, 1988) to the Commissioner of Planning for the City of Mississauga, the Commissioner of Planning for the Region of Peel requested that,

'In processing future applications in your Municipality, would you please make reference in your reports to the adequacy of the local transportation system on which the development will depend so that I can make reference to this in my reports to Regional Planning Committee and Council.'

COMMENTS:

Purpose and Scope of Study

This report presents the findings of a review of the impact of all projected residential and industrial/commercial development on the road network serving the northwest section of Mississauga over the next five (5) years. In addition comments on specific development applications are provided.

The study area is bounded by Hurontario Street in the east, Eglinton Avenue in the south and the City boundaries in the west and north (See attached Figure 1).

The findings are based on a screenline (major corridor) analysis of traffic volumes during the morning rush hour.

Population and Employment Forecasts

Population and employment projections were provided by the Planning and Building Department. These projections indicate increases of 56,000 residents and 35,000 employees between 1987 and 1993 for the study area. Most of that growth -- approximately 78% of residential growth and 57% of employment growth -- is projected to be east of the Credit River.

Existing Traffic Conditions

The screenline analysis indicates that, although there are situations where major roads are operating at or close to capacity, there appears to be surplus capacity available in most north-south and east-west travel corridors to offer acceptable levels of service at present.

The major exception is Highway 401 west of Highway 403 which is currently at capacity.

COMMENTS: (Continued)

3(h)

Projected Traffic Conditions

Current population and employment forecasts indicate extensive development activity throughout the study area. As a result, most of the major roads serving northwest Mississauga are expected to experience increases in traffic.

Five-year traffic projections were prepared to assess the impact of the population and employment forecasts on the major road network in the study area.

The a.m. peak hour was selected as an appropriate basis for evaluating capacity requirements.

The traffic forecasts do not include possible increases in non-work trips or through traffic and are therefore considered to be conservative or low estimates of traffic volumes.

The results of the traffic projections are presented on Figures 2 and 3. These maps show existing and projected volume capacity (V/C) ratios for the screenlines analysed in the study. The highlights of the traffic projections are summarized below.

The 1993 projections indicate significant increases in eastbound traffic at the Credit River and Hurontario Street screenlines, particularly south of Highway 401 where volumes in the a.m. peak hour are expected to increase by 72% and 70% respectively.

Significant increases in northbound traffic volumes are also forecast at the Highway 401 screenlines, particularly east of the Credit River. Immediately north and south of Highway 401, northbound traffic is projected to increase by 76% and 78% respectively during the a.m. peak hour. East of the Credit River, northbound traffic approaching Highway 401 is projected to increase by approximately 113% during the a.m. peak hour.

Significant increases in northbound and southbound traffic are also forecast at the screenline south of Eglinton Avenue, where northbound and southbound traffic are forecast to increase by 62% and 48% respectively during the a.m. peak hour.

3(c)

COMMENTS: (Continued)

The study's results confirm the need for the following City and Regional road improvements currently scheduled over the next five (5) years (see attached Figure 4):

1. Derry Road - West of Hurontario, at the Credit River and at Highway 401

The Region's 10-Year Major Roads Forecast includes the widening of Derry Road from Hurontario Street to west of Highway 401 between 1989 and 1993. Plans include the construction of a by-pass around the Village of Meadowvale.

2. Britannia Road - West of Hurontario

The Region's 10-Year Major Roads Forecast includes the widening of Britannia Road from Hurontario Street to Creditview Road during 1989 and 1990.

3. Eglinton Avenue - at the Credit River

The City's 10-Year Capital Budget includes the widening of Eglinton Avenue to six lanes from Hurontario Street to Erin Mills Parkway by 1991.

4. Mississauga Road/Erin Mills Parkway - South of Hwy. 401

The Region's 10-Year Major Roads Forecast includes the widening of Mississauga Road/Erin Mills Parkway from Highway 401 south to Battleford Road in 1989.

5. Mavis Road - at Eglinton Avenue

The City's 10-Year Capital Budget includes the widening of Mavis Road south of Eglinton Avenue by 1991 and its northerly extension to Britannia Road by 1992.

6. Winston Churchill Boulevard - at Eglinton Avenue and Britannia Road

Winston Churchill Boulevard is currently scheduled for widening in the City's 10-Year Capital Budget from Highway 403 to the north municipal boundary by 1993. The section south of Britannia Road will be the responsibility of the Erin Mills Development Corporation and is currently scheduled for construction during 1989 and 1990.

COMMENTS: (Continued)

3(d)

7. Hurontario Street - South of Eglinton Avenue
The City's 10-Year Capital Budget includes the widening of Hurontario Street from Burnhamthorpe Road to Eglinton Avenue during 1989.

8. Mississauga Road - North of Britannia Road
The City's 10-Year Capital Budget includes the widening of Mississauga Road from Britannia Road to Kitimat Road during 1989.

The following additional road improvements are indicated by the analysis:

- a) Highway 401

In the report recently released by the Provincial Minister of Transportation entitled, 'Transportation Directions for the Greater Toronto Area', the Province has confirmed its commitment to extending the Highway 401 Collector Distributor System west to Hurontario Street.

The section of Highway 401 west of Highway 403 is already at capacity and the 5-year traffic forecast indicates a serious capacity deficiency.

The analysis further indicates the need to extend the Collector Distributor System west of Hurontario Street to the Mavis Road Extension in order to avoid serious congestion problems at the Hurontario/Highway 401 interchange and the Britannia/Hurontario intersection.

- b) Mavis Road Extension - Britannia Road to Highway 401

The analysis indicates the need for additional north-south capacity east of the Credit River south of Highway 401.

This supports the previous suggestion for the Mavis Road extension north of Britannia Road to Highway 401 to link with the extended Highway 401 Collector Distributor System.

Hurontario Street is already a 6-lane road south of Highway 401 and therefore further widening is not contemplated. Furthermore, the ramps at the Highway 401 interchange have limited capacity. As such, a new interchange at Mavis Road would be desirable in terms of ensuring better utilization of the new Highway 401 Collector Distributor System.

3(e)

COMMENTS: (Continued)

The City's 10-Year Capital Budget shows the Mavis Road extension from Britannia Road to Highway 401 being constructed in 1995. This analysis indicates the need to advance the timing of this improvement in conjunction with extension of the Highway 401 Collector Distributor System.

The Hurontario Street/Derry Road Transportation Study is now underway. This study will be examining the transportation implications of higher densities along Hurontario Street north of Matheson Boulevard and along Derry Road between Hurontario Street and Highway 410. The findings of the aforementioned study are not expected to alter the conclusions of this northwest analysis but may necessitate a review of the timing of the road improvements identified.

c) Hurontario Street North of Highway 401 and South of Eglinton Avenue

The projected volumes indicate over the next five years capacity deficiencies on Hurontario Street north of Highway 401 and south of Eglinton Avenue where there are currently 4 through lanes.

The City's 10-Year Capital Budget does not include the widening of Hurontario Street north of Highway 401. However, as a result of development activity and related intersection improvements it will be recommended to proceed with the widening next year from Highway 401 to the north municipal boundary.

Hurontario Street is scheduled for widening to a 6-lane road between Burnhamthorpe Road and Eglinton Avenue. The Confederation Parkway extension from Burnhamthorpe Road north to Eglinton Avenue (at McLaughlin Road) is currently scheduled for 1994 and 1995 in the City's 10-Year Capital Budget. The analysis indicates that it will be necessary to advance the timing of the construction of the Confederation Parkway Extension.

COMMENTS: (Continued)

3(f)

Comments on Specific Development Applications

There are four development applications that staff, in recent months, have been asked to examine in relation to traffic impacts and the adequacy and timing of road improvements in the northwest area. The current status of these applications is summarized below (see attached Figure 5 for reference).

Lisgar Planning District

T-87045 - First Terragar Holdings Limited (south of Trelawny Circle, west of Tenth Line West)

City Council at its meeting of May 9, 1988, recommended this residential plan of subdivision to the Regional Municipality of Peel subject to a number of conditions, including item 35 in Section A (Planning) of the Consolidated Report, which states:

"Prior to registration of the plan, the results of the transportation study of the northwest part of Mississauga and the timing for the reconstruction of Britannia Road West shall have been resolved to the satisfaction of City Council."

T-87041 - First City Development Corporation Limited (both sides of Trelawny Circle, west of Tenth Line West)

City Council at its meeting of May 24, 1988 recommended this residential plan of subdivision to the Regional Municipality of Peel subject to a number of conditions, including item 36 in the Consolidated Report which is identical to the aforementioned item 35 in Section A (Planning) of the Consolidated Report for application T-87045.

Central Erin Mills Planning District

T-87026 - Erin Mills Development Corporation (area bounded by Thomas Street, Erin Mills Parkway, the proposed Erin Centre Boulevard, and Winston Churchill Boulevard)

The Community Planning and Development Committee at its meeting on June 6, 1988 adopted the report (June 6, 1988) of the Commissioner of Planning and Building recommending that this plan of subdivision be recommended for approval to the Regional Municipality of Peel subject to a number of conditions including item 9 in Section A (Planning) of the Consolidated Report which states:

39)

COMMENTS: (Continued)

'Prior to site development plan approvals for the townhouse and apartment blocks (Blocks 1160 to 1170 inclusive), Eglinton Avenue West shall have been completed to six lanes from Hurontario Street to Erin Mills Parkway.'

T-87027 - Erin Mills Development Corporation (area bounded by Britannia Road West, Erin Mills Parkway, Thomas Street and Winston Churchill Boulevard)

The Community Planning and Development Committee at its meeting on June 6, 1988 adopted the report (June 6, 1988) of the Commissioner of Planning and Building recommending that this plan of subdivision be recommended for approval to the Regional Municipality of Peel subject to a number of conditions, including item 62 in Section A (Planning) of the Consolidated Report, which states:

'Prior to registration of the plan, the Northwest Mississauga Transportation Review shall have been completed and the phasing of development of the subject lands in relation to the timing of the reconstruction of the arterial and major collector roads within the study area of the Northwest Mississauga Transportation Review shall have been determined to the satisfaction of City Council.'

The current population and employment forecasts of the Planning and Building Department assume that only a small proportion (approximately 14 percent) of the residential units represented by the aforementioned four development applications would be occupied by 1993.

It should be noted that Council at its meeting on February 8, 1988 adopted a report (December 22, 1987) by the Commissioner of Public Works regarding applications T-87026 and T-87027 including the following recommendation:

'Erin Mills Development Corporation will be responsible for the construction, to City standards and specifications and within time frames to be specified by the Commissioner of Public Works, of all drainage works within the above noted plans and all major road works including:

COMMENTS: (Continued)

3(1)

- Mississauga Road from Eglinton Avenue to the CPR tracks (currently under construction)
- Erin Centre Boulevard from Erin Mills Parkway to Winston Churchill Boulevard
- Glen Erin Drive from Eglinton Avenue to Britannia Road
- Thomas Street between Erin Mills Parkway and Winston Churchill Boulevard
- Winston Churchill Boulevard from Highway 403 to Britannia Road
- A structure at Mullet Creek at Eglinton Avenue immediately west of Mississauga Road
- The Glen Erin Drive fly-over at Highway 403'.

The aforementioned improvements have been incorporated into the conditions in the Consolidated Reports of both the Erin Mills applications. The timing of these improvements are shown on Figure 4.

Additional Road Improvements

Britannia Road

At present, the Draft 10-Year Major Roads Forecast by the Region includes the widening of Britannia Road between Hurontario Street and Creditview Road, starting in 1989 and ending in 1990. No improvements for Britannia Road west of Creditview Road are included.

The supplementary analysis of the four development applications indicates the need to widen Britannia Road from Creditview Road west to Erin Mills Parkway. Eventually Britannia Road will need to be widened west of Erin Mills Parkway to the Ninth Line. As such it is recommended that the Region include the widening of Britannia Road from Creditview Road to the Ninth Line in their 10-Year Major Roads Forecast.

Furthermore, it is recommended that Britannia Road be completed to 4 lanes from Hurontario Street to Erin Mills Parkway prior to the townhouse and apartment development covered by Draft Plan T-87027 (by Erin Mills Development Corporation).

3(i)

COMMENTS: (Continued)

This condition is similar to the condition contained in the Consolidated Report for Draft Plan T-87026, except that in the latter case Eglinton Avenue must be completed to 6 lanes from Hurontario Street to Erin Mills Parkway.

At present, Britannia is scheduled for construction during 1989 and 1990 between Hurontario Street and Creditview Road. As such, construction of Britannia Road from Creditview Road west to Erin Mills Parkway should be possible during 1991 and 1992.

No further conditions respecting the timing of the development for the two Lisgar applications appear to be warranted. The timing of the widening of Britannia Road within the Lisgar District should be reviewed, pending agreement by the Region to include it in the 10-Year Major Roads Forecast.

Erin Mills Parkway

At present, the Region plans to widen to 6 lanes Erin Mills Parkway/Mississauga Road from Highway 401 south to the QEW within the next ten years.

The traffic analysis of the four development applications indicates that it would be desirable for Erin Mills Parkway to be widened between Erin Centre Boulevard and Highway 403 prior to the occupancy of the high density residential development (apartments and townhouses) on the lands subject to applications T-87027 and T-87026 by the Erin Mills Development Corporation.

The Region's Draft 10-Year Major Roads Forecast presently shows this section of Erin Mills Parkway being widened during 1995 and 1996.

The Region should be requested to enter into an discussions with the Erin Mills Development Corporation regarding timing of their construction of the aforementioned section of Erin Mills Parkway.

CONCLUSIONS:

A review has been undertaken of the impact of all projected residential and industrial/commercial development on the road network serving the northwest section of Mississauga over the next five years.

The major findings are summarized below:

1. Although there are situations where major roads are operating at/or close to capacity there appears to be surplus capacity to accommodate existing traffic volumes in major north-south and east-west corridors, except for Highway 401 west of Highway 403.

CONCLUSION: (Continued)

3(j)

2. The Study's results confirm the need for major road improvements currently scheduled by the City (in its 10-Year Capital Budget) and the Region (in its Draft 10-Year Major Roads Forecast) over the next five years on Derry Road, Britannia Road, Eglinton Avenue, Mississauga Road, Erin Mills Parkway, Mavis Road, Winston Churchill Boulevard and Hurontario Street.
3. The study indicates the need for additional road improvements on Highway 401, Mavis Road, Hurontario Street, Confederation Parkway within the next five years and on Britannia Road over the next ten years.
4. Finally the study indicates the need for:
 - 4.1 A further condition of development related to Draft Plan T-87027 by Erin Mills Development Corporation, respecting the widening of Britannia Road, and
 - 4.2 Discussions between the Region and Erin Mills Development Corporation regarding the timing of the widening of Erin Mills Parkway.

RECOMMENDATIONS:

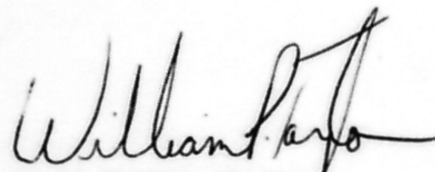
- (a) That the Ministry of Transportation be requested to program the construction of the Highway 401 Collector Distributor System westerly to a new interchange at the Mavis Road Extension by 1993.
- (b) That the following road improvements included in the Region of Peel's "Draft Capital Budget and Forecast - Major Roads 1988-1997" be endorsed:
 - (i) The widening of Derry road from Hurontario Street to west of Highway 401 between 1989 and 1993;
 - (ii) The widening of Britannia Road from Hurontario Street to Creditview Road during 1889 and 1990;
 - (iii) The widening of Mississauga Road from Highway 401 to Erin Mills Parkway in 1989;
 - (iv) The widening of Erin Mills Parkway from Mississauga Road to Battleford Road in 1989;
 - (v) The widening of Erin Mills Parkway from Erin Centre Boulevard to Highway 403. The timing of this should be reviewed to ensure that this improvement is in place prior to occupancy of the townhouse and apartment components of the lands subject to plans of subdivision under Files T-87027 and T-87026.

June 17, 1988.

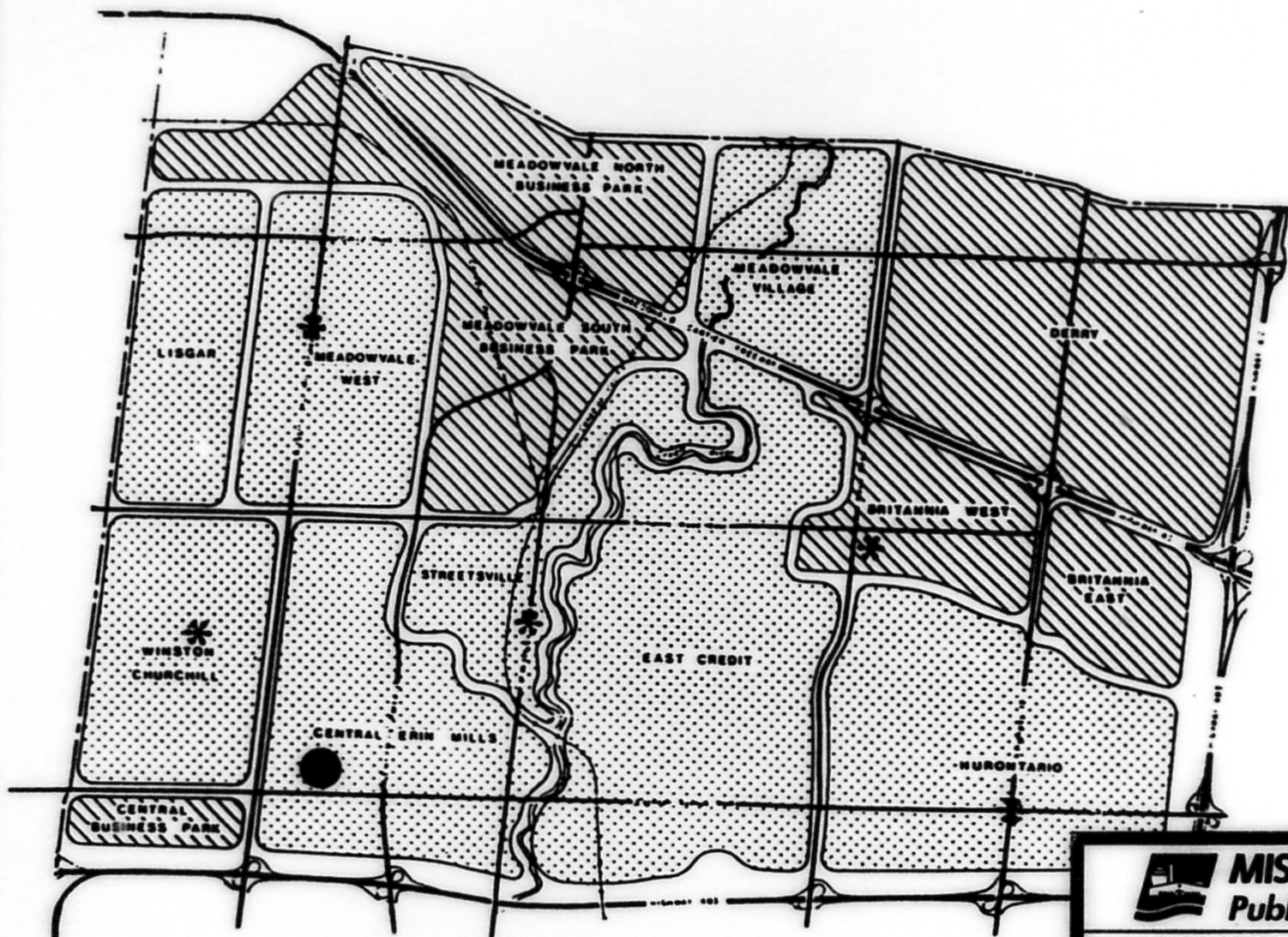
3(k)

- (c) That the Region of Peel be requested to add the following improvements to its "Capital Budget and Forecast - Major Roads 1988-1997":
- (i) The widening of Britannia Road from Creditview Road to Erin Mills Parkway during 1991 and 1992; and
 - (ii) The widening of Britannia Road from Erin Mills Parkway to Ninth Line.
- (d) That the Region of Peel be requested to add the following condition of approval to the plan of subdivision under File T-87027 by Erin Mills Development Corporation (area bounded by Britannia Road West, Erin Mills Parkway, Thomas Street and Winston Churchill Boulevard):
- "Prior to site development plan approvals for the townhouses and apartments Britannia Road shall have been completed to 4 lanes from Hurontario Street to Erin Mills Parkway."
- (e) That the findings of the Northwest Mississauga Roads Review respecting City of Mississauga roads as outlined in the report dated June 17, 1988, from the Commissioner of Public Works be approved as a basis for preparing the Public Works Department's 1989 to 1998 Capital Budget and Forecast for Major Road Improvements

RS/edm
0812E/151E


W. P. Taylor, P. Eng.
Commissioner
Public Works Department

3(2)



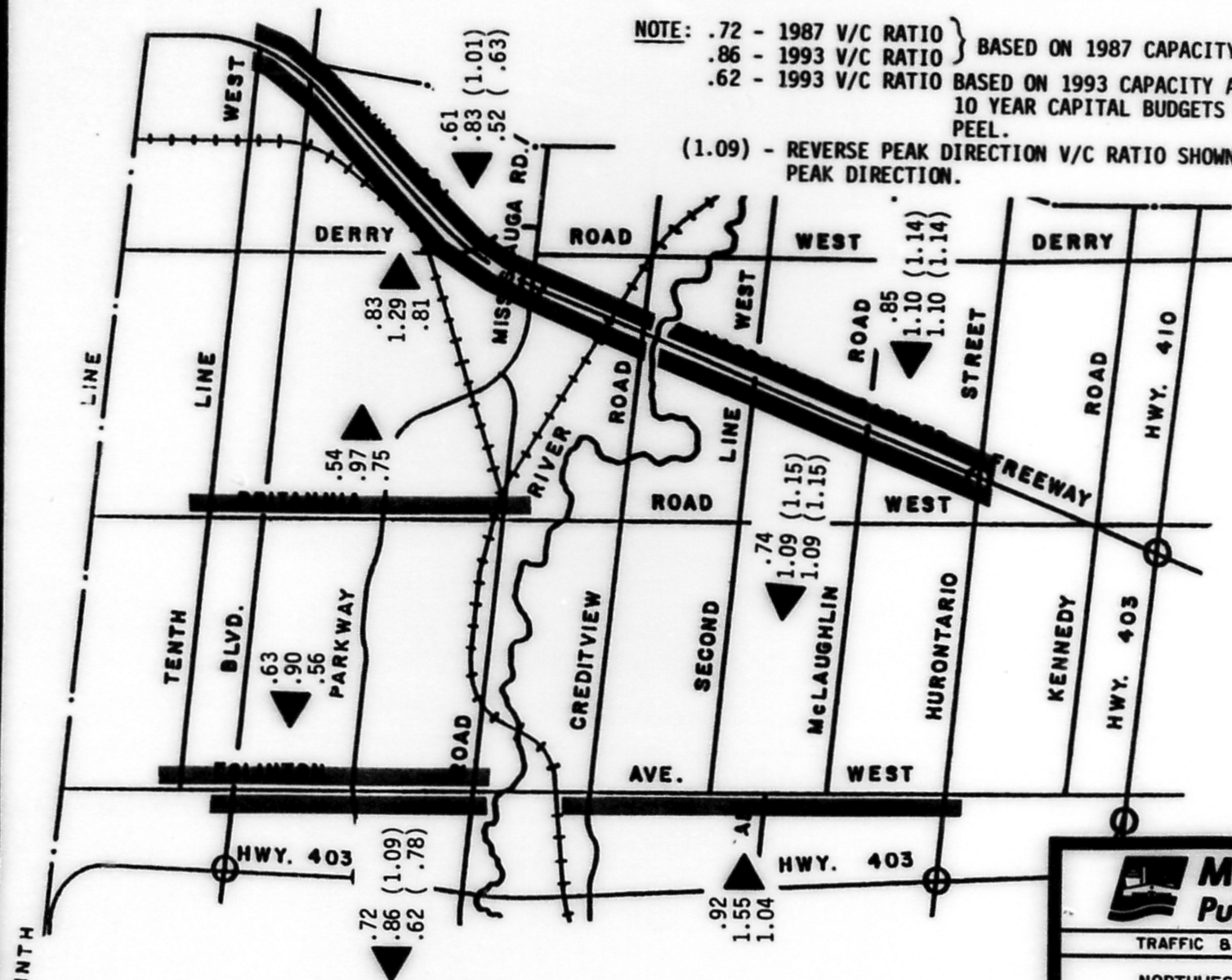
- FIG. 1 -

MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

NORTHWEST ROADS REVIEW
STUDY AREA

RESIDENTIAL
INDUSTRIAL



- FIG. 2 -

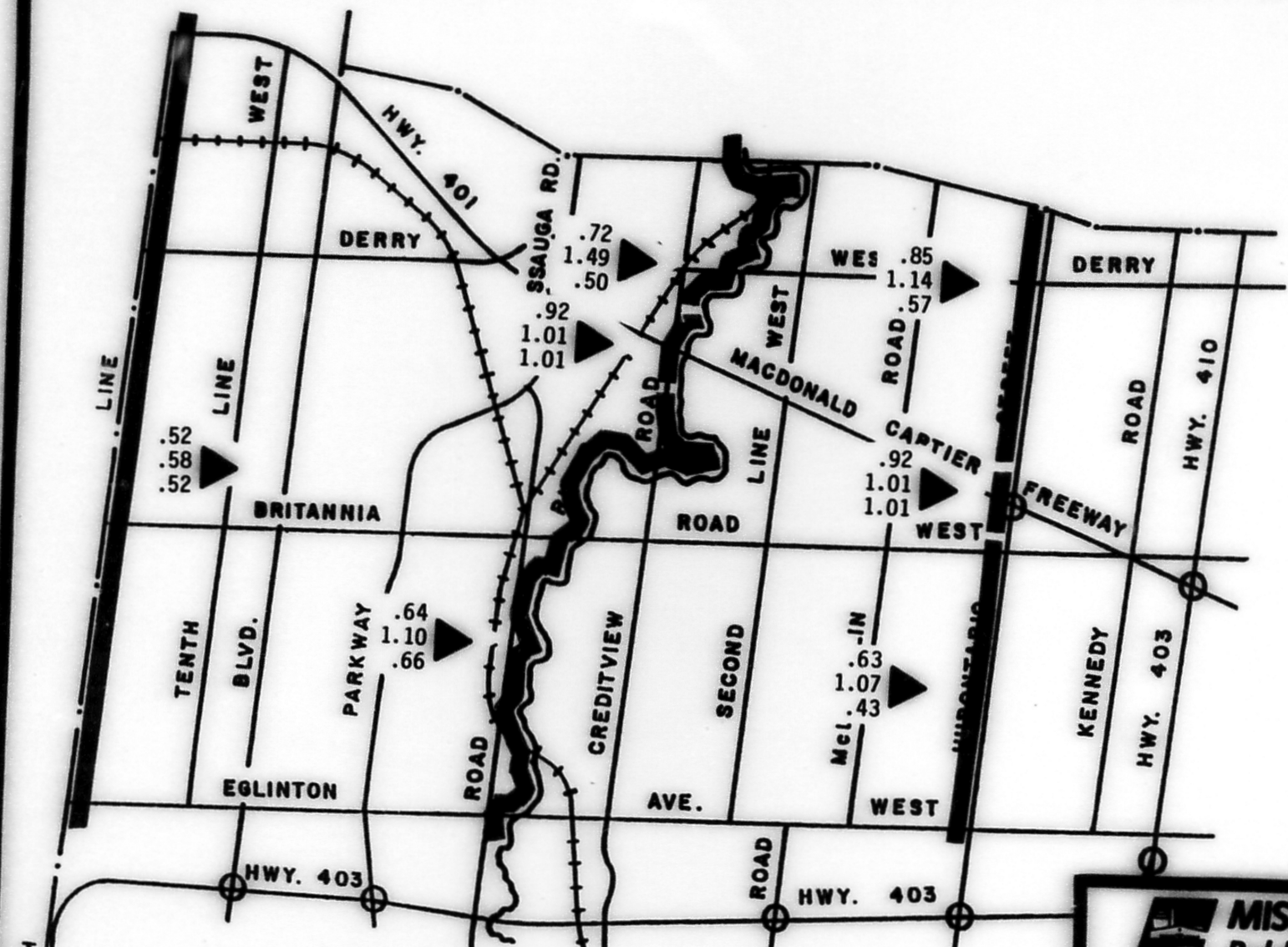
MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

NORTHWEST ROADS REVIEW
EAST-WEST SCREENLINES

A.M. PEAK HOUR V/C RATIOS

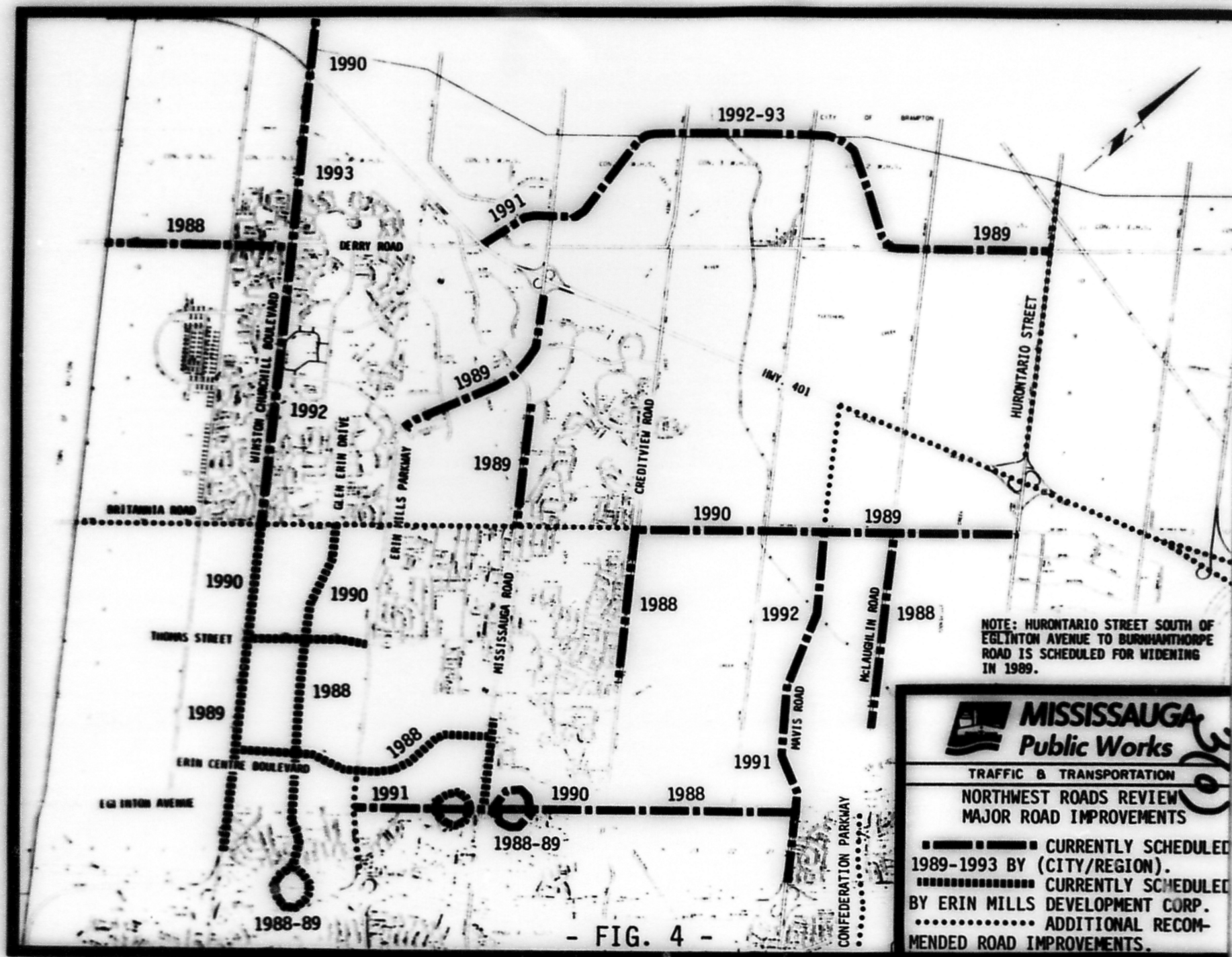
3/22

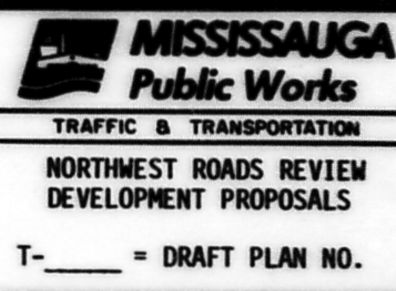


NOTE: .64 - 1987 V/C RATIO } BASED ON 1987 CAPACITY.
 1.10 - 1993 V/C RATIO }
 .66 - 1993 V/C RATIO } BASED ON 1993 CAPACITY AS PER THE CURRENT
 10 YEAR CAPITAL BUDGETS OF MISSISSAUGA AND
 PEEL.

- FIG. 3 -

MISSISSAUGA
Public Works
 TRAFFIC & TRANSPORTATION
 NORTHWEST ROADS REVIEW
 NORTH-SOUTH SCREENLINES
 A.M. PEAK HOUR V/C RATIOS





- FIG. 5 -



Corporate Report

OPERATIONS WORKS JUN 29 1988

Received by
Clerk's Dept.

Clerk's Files A.02.03.02.07

Originator's
Files

11 141 00045
13 211 88216
13 211 00208

4

DATE: June 15, 1988.

TO: Chairman and Members of the Operations and Works Committee.

FROM: William P. Taylor, P.Eng., Public Works Department.

SUBJECT: 1988 Capital Budget - Traffic Signal Installations.

ORIGIN: Public Works Department.

BACKGROUND: Council approved the following funding for new traffic signal installations as part of the 1988 Capital Budget:

	City Funded Installations (\$ 000)	Developer Funded Installations (\$ 000)	Total 1988 Budget (\$ 000)
Gross Cost	300	855	1,155
Subsidy	(120)	-	(120)
Contributions	-	(855)	(855)
Net City Cost	180	0	180

Five intersections were identified in the budget as potential locations for the City funded signal installations, subject to meeting the M.T.O. warrant criteria for subsidy eligibility. These intersections were as follows:

1. Central Parkway and Mavis Road
2. Burnhamthorpe Road and Promontory Drive.
3. Rathburn Road and Willowbank Trail.
4. Tomken Road and Willowbank Trail.
5. Britannia Road and Kennedy Road/Coopers Avenue.

At the time of budget preparation, none of these locations satisfied the M.T.O. warrants, based on the existing volume and accident combination.

H(a)

Ongoing monitoring of approximately 50 intersections is carried out by the Public Works Department to identify intersections locations where signals are required.

In March, 1988, an application to the M.T.O. was prepared for supplementary traffic signal subsidy purposes. None of the originally proposed installations had yet satisfied the warrants criteria for subsidy purposes. However, Winston Churchill Boulevard and Tours Road was added to the list as it had satisfied the warrants. Burnhamthorpe Road and Promontory Drive was deleted as it was not expected to meet the warrants criteria during 1988.

Based on the estimated cost of these new installations, and expenditure carryovers from the 1987 signal installation program and the central traffic signal control system, subsidy was requested to support \$349,000 in expenditure during 1988. A total of \$174,500 in subsidy would be required to fully support these proposed 1988 expenditures at a 50% subsidy level.

COMMENTS:

By letter dated May 19, 1988 (copy attached), the Ministry of Transportation advised that the City has been awarded supplementary subsidy in the amount of \$140,000 or \$34,500 less than the amount required to fully support the proposed 1988 traffic signal program expenditures submitted to the Ministry.

As well, based on monitoring of traffic patterns and citizen enquiries, the following additional locations have been identified as satisfying the warrants, subsequent to the subsidy submission to the M.T.O.:

1. Fieldgate Drive and Bough Beeches Boulevard.
2. Glen Erin Drive and Council Ring Road.
3. Mississauga Road and Main/Pearl Street.

4(2)

As a result of discussion of the potential signal installation at Mississauga Road and Main/Pearl Street with the Mayor and area residents, it has been determined that further study of area traffic conditions should be undertaken to identify possible alternatives to this installation. A further report will be prepared on this matter.

At this time, the M.T.O. has approved the following locations as eligible for subsidy, based on actual or projected traffic volumes for 1988:

1. Winston Churchill Boulevard and Tours Road.
2. Fieldgate Drive and Bough Beeches Boulevard.
3. Glen Erin Drive and Council Ring Road.
4. Tomken Road and Willowbank Trail.

The \$140,000 subsidy approval will be allocated as follows:

1987 Expenditure Carryovers	\$ 8,000
1988 Installations	<u>\$132,000</u>
	<u>\$140,000</u>

Based on this proposal, no subsidy will be allocated to the central traffic control system expenditures in 1988 (\$9,500 was requested) but adequate City funding is available in this project without the subsidy.

Given the allocation of the approved subsidy funds indicated and the \$180,000 in City funding originally approved for the 1988 Traffic Signal Capital Budget, a gross cost of \$323,000 for new City funded installations can be supported in the 1988 budget. This assumes that \$4,000 in subsidy will be earned through expenditure carryovers into 1989. The revised 1988 Budget for City funded traffic signal installations is as follows:

Gross Cost	\$316,000	
Subsidy	<u>\$136,000</u>	*(\$4,000 earned in 1989)
Net City Cost	<u>\$180,000</u>	

The effective rate of subsidy for the 1988 traffic signal program will be 43% as opposed to the requested normal support level of 50%.

A(c)

The budget as proposed should provide for the installation of new signals at five intersections during 1988. Works are underway at two of these locations, Winston Churchill Boulevard and Tours Road and Britannia Road and Kennedy Road/Coopers Avenue. The remaining 3 locations for 1988 are:

1. Fieldgate Drive and Bough Beeches Boulevard
2. Glen Erin Drive and Council Ring Road
3. Tomken Road and Willowbank Trail.

In addition to the City funded signal installations, signals which will be funded fully from developers' contributions are being proposed at the following locations during 1988:

1. Burnhamthorpe Road and Loyalist Drive.
2. Dundas Street and Cee-Phil Developments.
3. Rathburn Road and Duke of York Boulevard.
4. Rathburn Road and Elora Drive.
5. Central Parkway and Confederation Parkway.
6. Fairview Road and Confederation Parkway.
7. Mavis Road and Huntington Ridge.

The total estimated cost of these works is \$420,000.

Other developer funded installations may be undertaken in 1988 based on the results of ongoing traffic volume monitoring. These additional installations will be reported to Council for approval when their need has been adequately identified.

CONCLUSION:

Traffic signals are proposed for installation at five intersections, utilizing City and M.T.O. funding. Based on the M.T.O. subsidy approval, the effective subsidy available to support the 1988 Traffic Signal Program will be reduced to 43% as opposed to the eligible rate of 50%.

Seven other intersections have been identified for signal installations which will be totally financed through developer contributions.

The warranted signal installation at Mississauga Road and Main/Pearl Street will be subject to a further review.

.../5

June 15, 1988.

4(d)

RECOMMENDATION: That with regard to the 1988 Traffic Signal Capital program:

a. The 1988 Capital Budget be revised as follows:

	City Funded Installations (\$ 000)	Developer Funded Installations (\$ 000)	Total 1988 Budget (\$ 000)
Gross Cost	316	420	736
Subsidy	(136)	-	(136)
Contributions	-	(420)	(420)
Net City Cost	180	0	180

b. The following locations be included in the City funded traffic signal installation program:

Winston Churchill Boulevard and Tours Road
Britannia Road and Kennedy Road/Coopers Avenue
Fieldgate Drive and Bough Beeches Boulevard
Glen Erin Drive and Council Ring Road
Tomken Road and Willowbank Trail

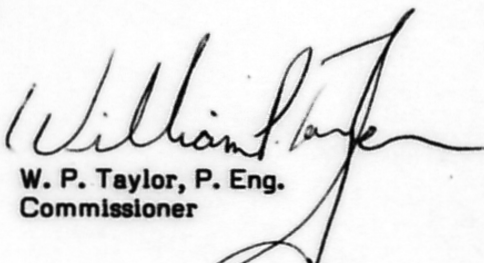
c. The following locations be included in the developer funded traffic signal installation program:

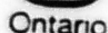
Burnhamthorpe Road and Loyalist Drive.
Dundas Street and Cee-Phil Developments.
Rathburn Road and Duke of York Boulevard.
Rathburn Road and Elora Drive.
Central Parkway and Confederation Parkway.
Fairview Road and Confederation Parkway.
Mavis Road and Huntington Ridge.

d. A further report be prepared on alternatives to the signal installation at Mississauga Road and Main/Pearl Street.

e. Additional developer funded installations in 1988 be reported to Council for approval as they become needed.

W.P.T./mt
0817E/37-41


W. P. Taylor, P. Eng.
Commissioner



Angora

20

Transcripts

$$H(x)$$

Mr. T.L. Julian
Clerk
City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

MAY 26 1968

REF ID: A.02.03.02.07

District #6
5000 Yonge Street
Willowdale, Ontario
M2N 6E9

1988 05 19

PL

MAY 3 0 1988

RE: 1988 Supplementary Subsidy Allocation

Handwritten notes on a document, including a date stamp "JUL 29 1965" and the text "Jen - let's discuss".

Jeri - Let's discuss

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0242

Total of 3
Allocation

0.33.22

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2000



Corporate Report

OPERATIONS/WORKS. JUN 29 1988

Received by JUN 23 1988
Clerk's Dept.

Clerk's Files E-01.02

Originator's
Filed 1-121-00039
11 141 00045

5

DATE: June 15, 1988
TO: Chairman and Members of the Operations and Works Committee
FROM: W.P. Taylor, P. Eng., Commissioner, Public Works Department
SUBJECT: Release and Abandonment of Easement over Lot 71, Plan 529,
located adjacent to Isherwood Court, south of Britannia Road
West and east of Erin Mills Parkway (sketch attached).

ORIGIN: Request from Maurice C. Foster, Barrister and Solicitor on
behalf of Mr. Paul Ravensdale, the present owner of Lot 71,
Plan 529.

COMMENTS: During the process of examining the Title of Lot 71 prior to
applying for a building permit, Mr. Ravensdale discovered the
six foot wide drainage easement located within the east
boundary of his property. This easement was granted by the
original developer, Dolphin Development Company Limited and
registered on December 19, 1958. Mr. Ravensdale has requested
that, if the City is not using this easement and has no future
need for the easement, the City arrange for this easement to
be abandoned and removed from the Title of his property.

A review of existing and future services on Isherwood Court
and the surrounding area has revealed that sanitary sewer and
water services are in place. A future storm sewer for
Isherwood Court would be installed without the use of the
drainage easement on Lot 71.

CONCLUSION: The existing drainage easement on Lot 71 is not presently
required and will not be required in the future to service
Isherwood Court and the surrounding area.

June 15, 1988

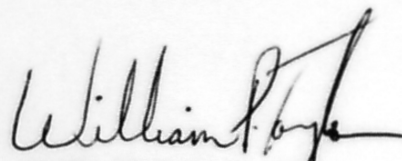
-2-

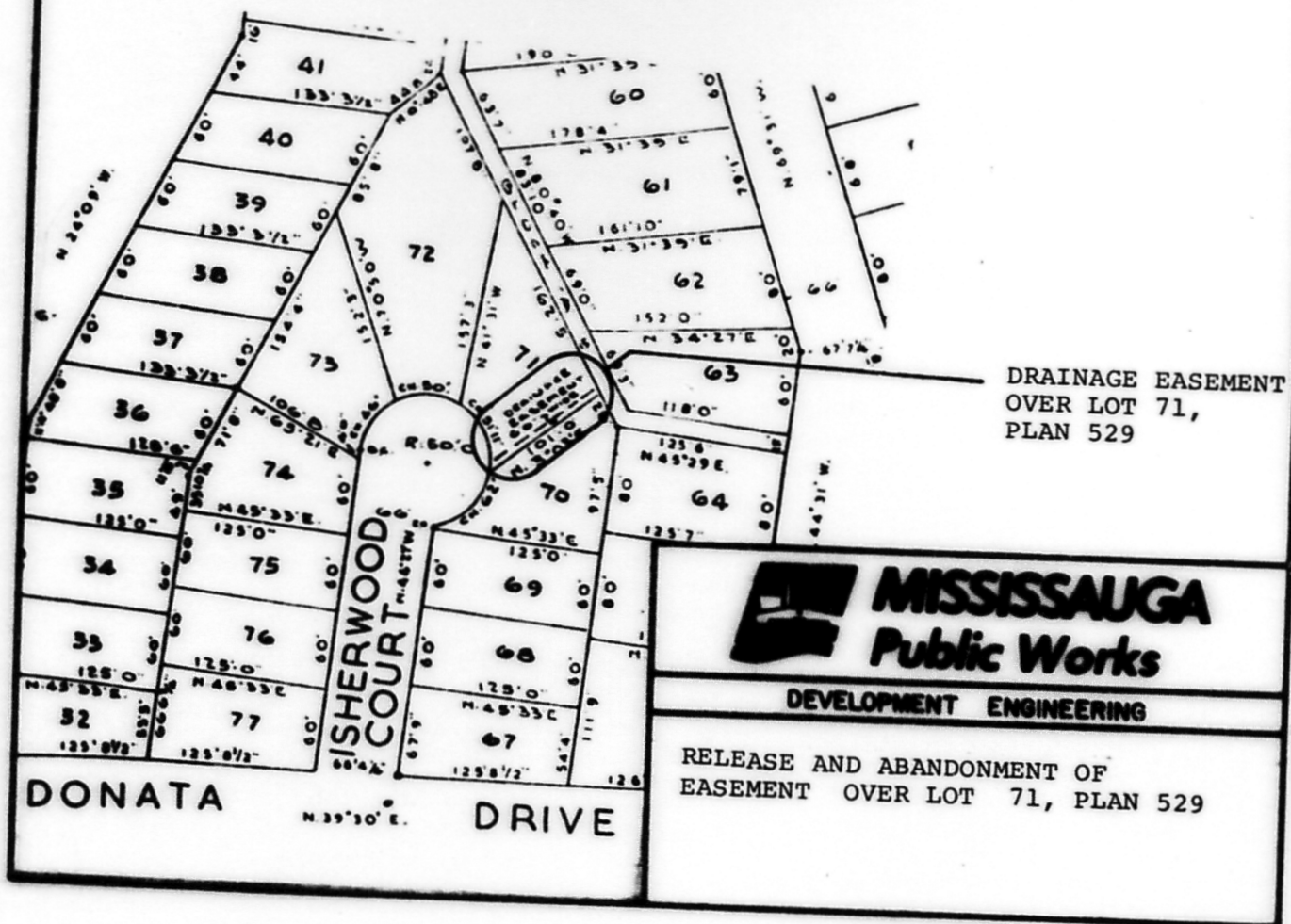
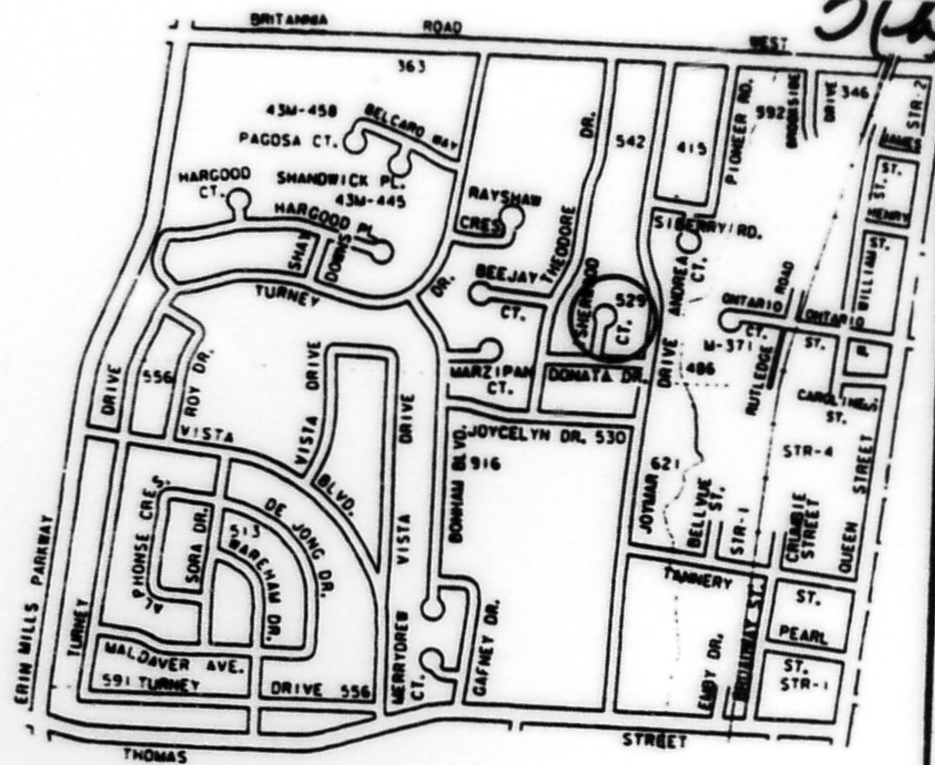
5(a)

RECOMMENDATION: That the City of Mississauga enact a By-law authorizing the execution and registration of a Release and Abandonment of Easement Document for the drainage easement located on Lot 71, Plan 529 and Registered on December 19, 1958 as Instrument No. 6479, granted by the Dolphin Development Company Limited.

WPM/jam
0389E/143E

attachment
c.c. L.J. Harvey
D.J. Debenham
W.H. Munden
I.W. Scott
J.D. McKitchan, Region of Peel
P. Marchiori
P. Davies


W. P. Taylor, P. Eng.
Commissioner
Public Works Department





Corporate Report

6

OPERATION WORKS

JUN 29 1988

Received by
Clerk's Dept.

Clerk's Files

F.06.04.02

11 141 00045

11 161 00011

Originator's
Files

13 211 00047

DATE: June 13, 1988
TO: Chairman and Members of the Operations and Works Committee
FROM: W. P. Taylor, P. Eng., Commissioner of Public Works Department
SUBJECT: Parking Concerns - Netherbrae Road and Rexwood Road

ORIGIN: Councillor Frank McKechnie - Ward 5

BACKGROUND:

A number of inquiries have been made by residents of the Netherbrae Road area during the previous months with respect to the apparent need for extended on-street parking as well as parking prohibitions within this neighbourhood of the Malton community.

- (a) Mr. Richard Young, 7030 Netherbrae Road, presented a petition to City Council on May 24, 1988, requesting twelve (12) hour parking on Netherbrae Road.
- (b) Mr. Jerry Colarusso of 7033 Netherbrae Road, Unit 9, contacted Councillor McKechnie in April, 1988 requesting on-street extended parking on Netherbrae Road due to on-site parking shortages at his condominium residence. Mr. Colarusso is on the Board of Directors of the condominium association.
- (c) Mrs. Lorie Gillespie, 7030 Netherbrae Road, submitted a petition to Councillor McKechnie requesting on-street extended parking in September 1987.
- (d) Mrs J. Ivanshyn of 6931 Darcel Avenue contacted Councillor McKechnie in September of 1987 requesting a one side parking prohibition on Rexwood Road due to overnight parking.

Public Works staff have monitored this area during the previous months and have been in contact with Councillor McKechnie in this regard. Parking Control staff have been contacted by residents on a number of occasions with respect to parking complaints and have issued parking tickets when necessary.

... 2

6(a)

Chairman and Members of the
Operations and Works Committee

- 2 -

June 6, 1988.

COMMENTS:

Based on the review undertaken by Public Works staff and on information received from the complainants, an on-site parking deficiency is present at the condominiums located at 7030 and 7033 Netherbrae Road. A number of these townhouses front Netherbrae Road between Darcel Avenue and Rexwood Road where greater than 200% (2 spaces) on-site parking is available. However, those units located internally are deficient in parking with less than 200%. It is these residents who have requested on-street parking and who have received parking tickets for illegally parking on the roadway for periods longer than the permitted three (3) hour maximum.

In view of these deficiencies, the Public Works Department would normally be supportive of twelve (12) hour on-street parking, based on the Council approved criteria of less than 200% on-site parking without room for on-site expansion. However, it is unfortunate that neither Netherbrae Road nor Rexwood Road could support it. Netherbrae Road, although a four (4) lane roadway, has driveways located in such a manner that in most cases there is a maximum space of about five (5) metres (16 feet) between these driveways. Permitting vehicles to park, under these conditions would result in reduced sight lines, vehicles encroaching upon driveways and a contravention of By-Law 444-79 as amended, which prohibits parking within one (1) metre of a driveway. Further, Mississauga transit bus stops are present on both sides of Netherbrae Road south of Darcel Avenue which would be obstructed by parked vehicles.

Rexwood Road is a two-lane ditched roadway with soft sloping shoulders. Parked vehicles on this roadway have deteriorated the shoulders, created snow removal difficulties and reduce the level of safety.

CONCLUSION:

Although there is evidence of a need for additional parking space for a number of residents in the condominium developments at 7030 and 7033 Netherbrae Road, permitting extended on-street parking on this roadway would create problems for those residents fronting this street. Further, to ensure an adequate level of safety and to reduce the on-going damage to the shoulders and ditches of Rexwood Road, parking should be prohibited at anytime on both sides of this roadway.

... 3

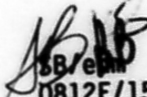
6(h)

Chairman and Members of the
Operations and Works Committee

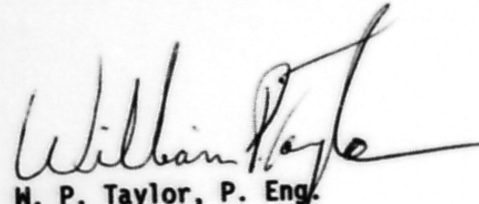
- 3 -

June 6, 1988.

- RECOMMENDATIONS:
- a) That extended twelve (12) hour parking not be implemented on Netherbrae Road as the placement of the driveways does not provide adequate area for the safe parking of vehicles.
 - b) That a by-law be enacted to amend By-Law 444-79 as amended to implement a 'No Parking Anytime' prohibition on both sides of Rexwood Road between Netherbrae Road and Derry Road.

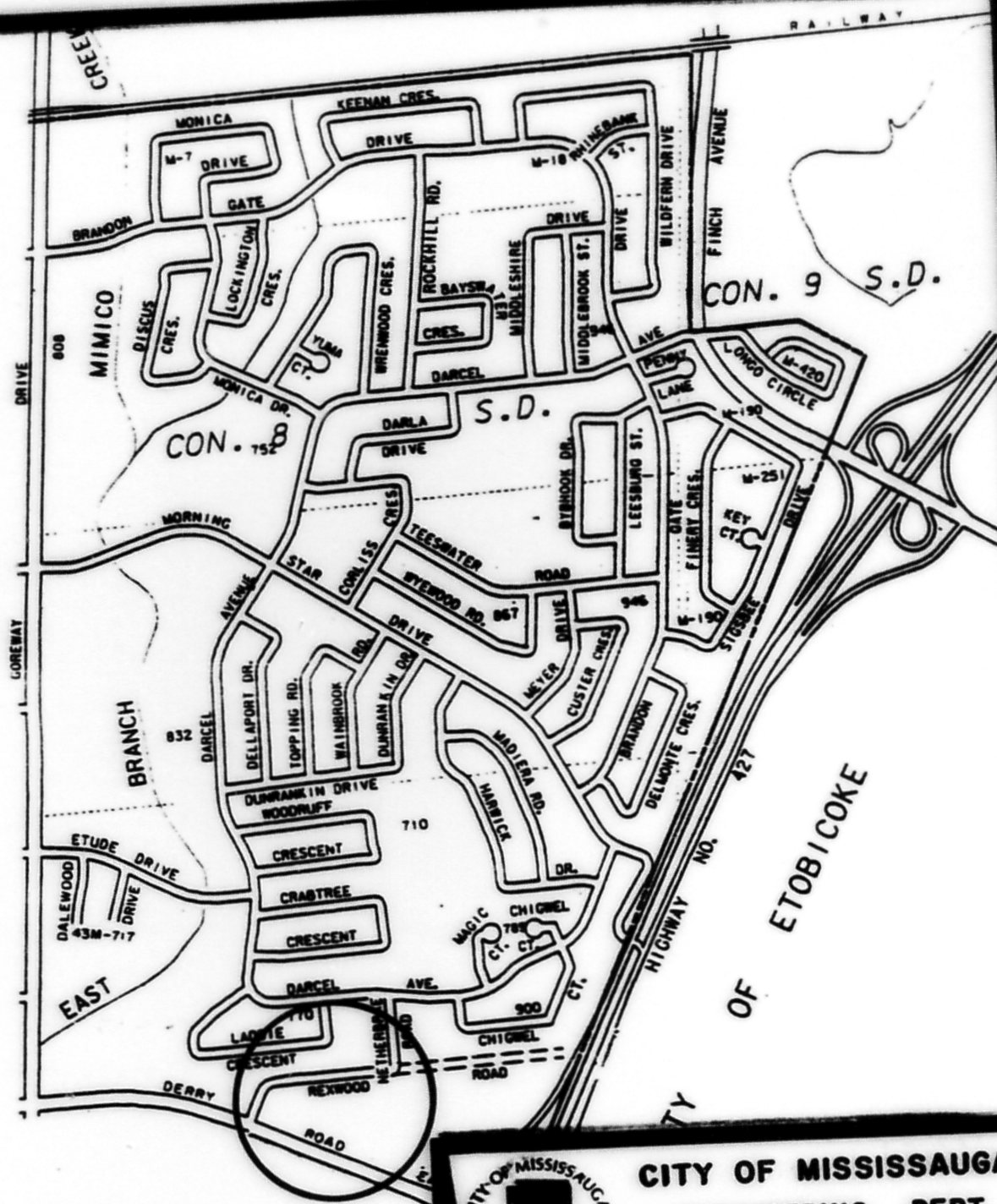

0812E/151E

Att.


W. P. Taylor, P. Eng.
Commissioner
Public Works Department

6(c)

Z-48-W



CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION

Rexwood Road
Parking Prohibition



Corporate Report

1

OPERATION WORKS. JUN 29 1988

Received by
Clerk's Dept.

Clerk's Files E-04.01
11 141 00045
11 161 00011
Originator's Files 13 211 00047

DATE: June 14, 1988
TO: Chairman and Members of the Operations and Works Committee
FROM: W. P. Taylor, P. Eng., Commissioner of Public Works Department
SUBJECT: Parking for Malton Postal Station
Hull Street Municipal Parking Lot No. 8

ORIGIN: Ms. Mary Khan, Property Officer, Canada Post, 20 Bay Street, 7th Floor, Toronto, Ontario, M5J 1A1

COMMENTS: Ms. Khan on behalf of Canada Post and Mr. B. J. Harasowsky, Malton Postal Station Manager, have requested permission to park Canada Post vehicles and postal workers' private vehicles in the Hull Street Municipal Parking Lot.

In a letter to Councillor McKechnie dated October 1987 from Mr. Harasowsky, it is indicated that the current postal station at 2855 Derry Road is too small to serve the needs of the growing Malton Community. In this regard there is insufficient space to accommodate all the postal vehicles, employee vehicles and those of the post office customers. This has resulted in the need to park vehicles on adjacent residential streets.

Canada Post has advised that they are currently searching for a new facility which when finalized would alleviate these concerns. However, as an interim solution, they feel their vehicles could be accommodated in the Hull Street Municipal Parking Lot.

Ms. Khan has advised that space is required for approximately forty (40) vehicles, which would consist of Canada Post vans and station wagons as well as employee vehicles, and will be needed for twelve (12) to fifteen (15) months.

... 2

7(a)

Chairman and Members of the
Operations and Works Committee

- 2 -

June 6, 1988.

COMMENTS: (Continued)

Public Works staff have monitored the usage of the Hull Street Lot, and based on this review are confident that this request can be accommodated without inconveniencing other lot patrons.

Currently, parking is permitted in the Hull Street lot for a maximum of three (3) hours, which would require an amendment to permit a maximum of twelve (12) hour parking.

CONCLUSION:

In view of the limited usage of the Hull Street parking lot and the temporary nature of the problem experienced at the Malton Postal Station, the Public Works Department feels that the request from Canada Post to permit the usage of this lot by employees of the Malton Postal Station can be accommodated. However, to ensure that this action does not result in future problems for other lot patrons, the parking situation should be reviewed on a monthly basis, and the Canada Post vehicles restricted to a designated area within this parking lot.

RECOMMENDATION:

1. That a by-law be enacted to amend by-law 444-79 as amended to implement a change in the maximum allowable parking duration from three (3) to twelve (12) hours in the Hull Street Municipal Parking Lot No. 8.
2. That Ms. Mary Khan, Property Officer for Canada Post be advised that the City of Mississauga will permit the parking of a maximum of forty-five (45) Canada Post and employee vehicles, (not including heavy trucks) during postal station business hours only for a period up to and including August 31, 1989 within the Hull Street Municipal Parking Lot No. 8, subject to the following conditions:
 - (a) that these vehicles be restricted to a single portion of the lot as determined by the Public Works Department,

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1(h)

Chairman and Members of the
Operations and Works Committee

- 3 -

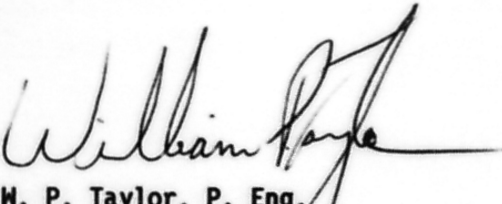
June 6, 1988.

RECOMMENDATIONS: (Continued)

- (b) that Canada Post agrees to have all its vehicles removed from said lot upon thirty (30) days written notice from the City of Mississauga,
 - (c) that Canada Post agrees to repair any damage to the lot as a result of the parking of its vehicles within this facility,
 - (d) that Canada Post agrees to release the City of Mississauga of any liability incurred as a result of the parking of its vehicles within this facility,
3. That the Public Works Department monitor the parking situation within the Hull Street Parking Lot on a monthly basis to ensure that other lot patrons are not unduly inconvenienced by the parking arrangement with Canada Post.

MSB/epd
0812E/151E

Att.


W. P. Taylor, P. Eng.
Commissioner
Public Works Department



Corporate Report

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Clerk's Files F.06.04.02

Originator's
Files

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11 161 00011
13 211 00024

8
OPERATION WORKS. JUN 29 1988

DATE: June 10, 1988.
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Gallagher Drive - Parking Prohibition.

ORIGIN: Council Meeting, April 11, 1988. Petition from Mr. & Mrs. Birch, 3576 Gallagher Drive, L5C 2N6.

COMMENTS: Councillor Culham has forwarded a petition to Council representing 16 residences on Gallagher Drive, requesting the removal of the parking prohibitions that are in effect on both sides of Gallagher Drive from Otis Avenue to Conliffe Court, between 7:00 a.m. and 7:00 p.m. daily.

This parking prohibition was first implemented on the west side of Gallagher Drive in 1985 to alleviate problems associated with fishermen parking in the area. Parking problems continued and therefore, in response to a petition representing 14 residences on Gallagher Drive, the parking prohibitions were expanded to cover both sides of Gallagher Drive, in October 1987.

Gallagher Drive is a single family residential roadway with direct property frontage. All residences have over 200% on-site parking.

The problems associated with fishermen parking on Gallagher Drive have been ongoing for sometime. The current parking prohibition has been successful and has alleviated many of the residents concerns. However, it also restricts residents and guests from parking on Gallagher Drive from 7:00 a.m. to 7:00 p.m. daily. This restriction is particularly frustrating during the off-season for fishing when the parking problems cease. The Municipal Act allows the authorization of prohibiting parking during certain months (i.e., fishing season), while permitting parking on the same street for the balance of the year. Appropriate amendments to By-law 444-79, as amended, would be required.

.../2

Implementing a parking permit system as suggested in the petition would cause administration and enforcement problems. A parking permit system on Williamsport Drive was implemented in the past and proved unsuccessful and was subsequently removed.

The petition suggested prohibiting parking only in front of the homes as requested by the resident. In this regard, parking prohibitions should only be implemented on a block by block basis to minimize driver confusion and simplify enforcement.

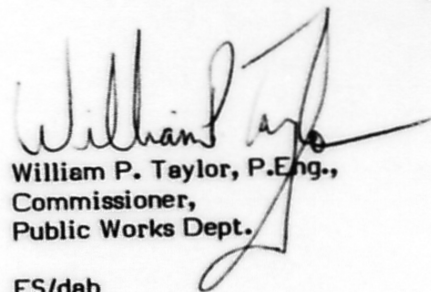
Restricting access to the river from Gallagher Drive, Otis Avenue and Burnbrae Drive, as also suggested, is not a viable alternative due to cost and problems implementing this type of physical restriction.

CONCLUSION:

Vehicles parked by fishermen on Gallagher Drive have previously created problems to area residents. Eliminating the parking prohibitions would re-introduce these problems. Since only 16 of the 47 residences have supported this request, the Public Works Department is reluctant to support the removal of the parking prohibitions on Gallagher Drive. However, the Public Works Department would support the implementation of seasonal parking prohibitions on Gallagher Drive if the majority of residents support this proposal.

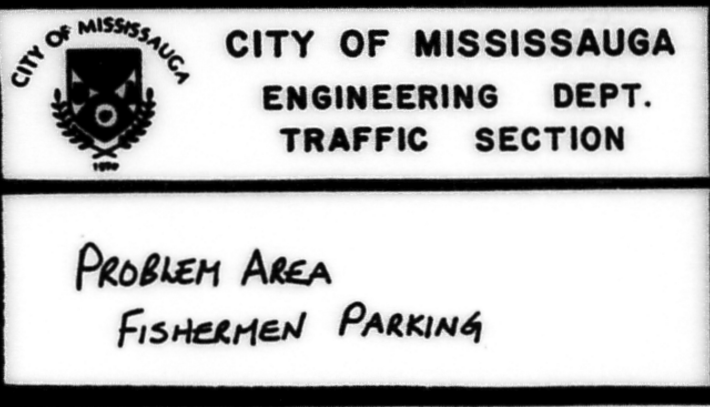
RECOMMENDATION:

- (a) That the parking prohibitions on both sides of Gallagher Drive, between the south limit of Otis Avenue and the north limit of Conliffe Court, remain in effect from 7:00 a.m. to 7:00 p.m. daily.
- (b) That the Councillor Culham contact the residents of Gallagher Drive to ascertain their views on implementing the parking prohibitions on a seasonal basis.


William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

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JUN 23 1988

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9

DATE: June 16, 1988.
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Shay Downs - Street Dance - July 16, 1988.

ORIGIN: Mr. Earlie Williams, 5876 Shay Downs (826-0633) through Councillor Southorn's office.

COMMENTS: A road closure for a street dance and barbeque has been requested through Councillor Southorn's office by Mr. Earlie Williams of 5876 Shay Downs. Mr. Williams has requested the closure for Saturday, July 16, 1988 between the hours of 4:00 p.m. and 12:00 midnight.

Mr. Williams has indicated that all of the residents of Shay Downs, as well as a number of Hargood Place residents will be in attendance, and a petition signed by these residents will be forwarded.

CONCLUSION: The Public Works Department does not object to this proposal, subject to the usual conditions for special events.

RECOMMENDATION: That a by-law be enacted to amended By-law 444-79, as amended, to implement the closure of Shay Downs for a street dance on Saturday, July 16, 1988 between 4:00 p.m. and 12 midnight subject to the following conditions:

- (i) Completion of a road closure permit at least five (5) working days prior to the event.
- (ii) Completion of a Hold Harmless Agreement releasing the City from any liability incurred as a result of this event.
- (iii) That the applicant obtain and return, at his own expense, road closed signs/barricades.

William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

SB/DB

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STREET DANCE
SHAY DOWNS



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JUN 23 1988

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10

OPERATION WORKS

JUN 29 1988

DATE: May 19, 1988
TO: Chairman and Members of the Operations and Works Committee
FROM: William P. Taylor, P. Eng., Public Works Department
SUBJECT: Traffic Congestion on Dunrankin Drive

ORIGIN: Councillor F. McKechnie

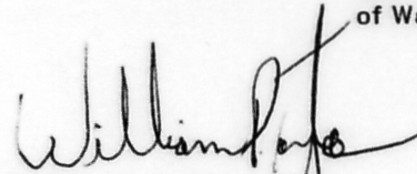
COMMENTS: Traffic congestion in the area of Dunrankin Public School has been causing a number of problems for the local residents.

The congestion is as a result of parents picking up and dropping off their children in front of the school. Vehicles consistently park on both sides of Dunrankin Drive creating sight line obstructions and reducing the effective width of the roadway particularly through the curved section where the school is located.

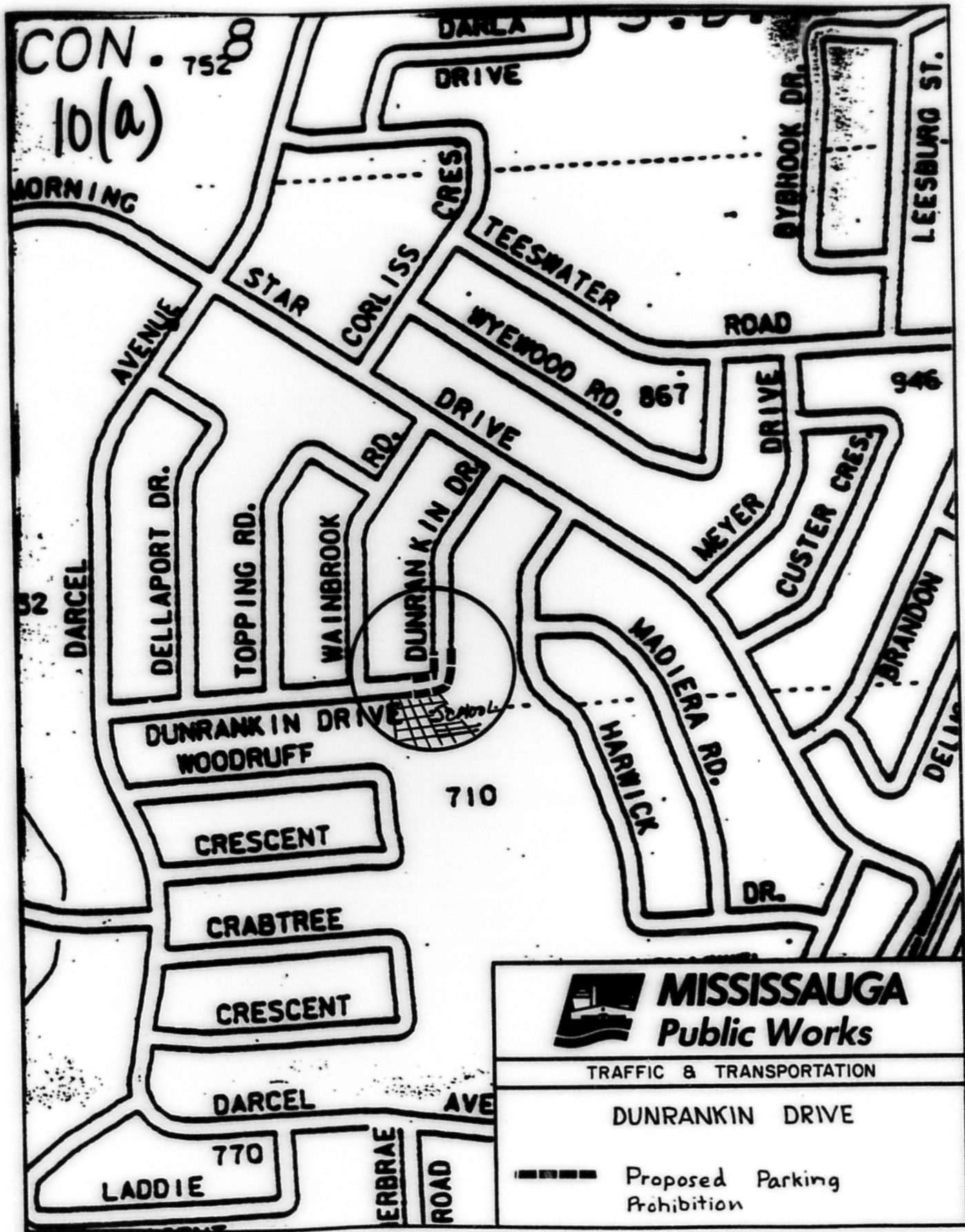
Parking could be prohibited on both sides of Dunrankin Drive through the curve to help minimize conflicts. Some parking would still be available in the vicinity of the school for the parents.

CONCLUSION: To help alleviate the visibility problems, as well as other potentially hazardous situations, the Public Works Department is recommending that parking be prohibited through the curved section on both sides of Dunrankin Drive.

RECOMMENDATION: That a by-law be enacted to amend By-Law 444-79, as amended, to implement a no parking anytime prohibition on both sides of Dunrankin Drive between a point 61 metres east of Wainbrook Road and a point 65 metres north-easterly.


William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

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Clerk's Files F.06.04.13

11

OPERATIONS WORKS

JUN 29 1988

Originator's
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DATE: May 25, 1988.

TO: Chairman and Members of the Operations and Works Committee.

FROM: William P. Taylor, P.Eng., Public Works Department.

SUBJECT: School Bus Loading Zone - Clarkson High School, Bromsgrove Road.

ORIGIN: Public Works Department.

BACKGROUND:

At the request of Mrs. Barb Gates of the Peel Board of Education, Public Works personnel reviewed the existing school bus loading zone at Clarkson High School on Bromsgrove Road. Mrs. Gates requested that the loading zone be extended across the entire school frontage since in excess of fifteen (15) buses were used at the school and the existing zone could not accommodate the entire fleet.

A report was prepared for the Operations and Works Committee meeting of February 24, 1988 and was scheduled for the Council agenda of March 28, 1988. The report was deferred by Councillor Mullin pending a further site review.

COMMENTS:

Public Works personnel met on site with Councillor Mullin and Mrs. Gates on May 6, 1988. During the site meeting it was determined that proper utilization of the on-site school space would allow for the on-site accommodation of all the school buses while maintaining an acceptable level of safety.

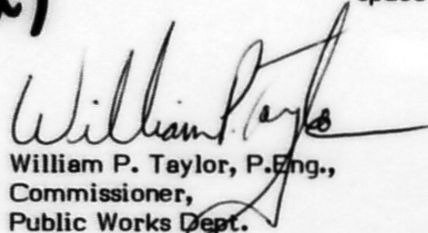
Mrs. Gates indicated that a full complement of buses on-site during dismissal time may temporarily inconvenience a number of students and faculty whose vehicles may be blocked for short periods of time. While this may in fact be an accurate statement, these delays would be minimal and could probably be off-set by revising the current parking arrangement. Further and most importantly, the removal of the bus loading zone from the roadway would result in a safer, more efficient traffic flow on Bromsgrove Road.

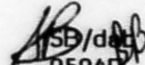
CONCLUSION:

The Public Works Department generally supports on-street school bus loading zones when and where they are necessary, depending on the type and nature of the roadway. Since on-site space is available at Clarkson High School, to accommodate these school buses, and since Bromsgrove Road is a major residential collector roadway, it is felt that the relocation of the loading zone to school property would enhance traffic movement and create a greater level of safety.

RECOMMENDATION:

That a by-law be enacted to amended By-law 444-79, as amended, to remove the school bus loading zone adjacent to Clarkson High School on Bromsgrove Road, as adequate on-site space is available to accommodate the school buses.

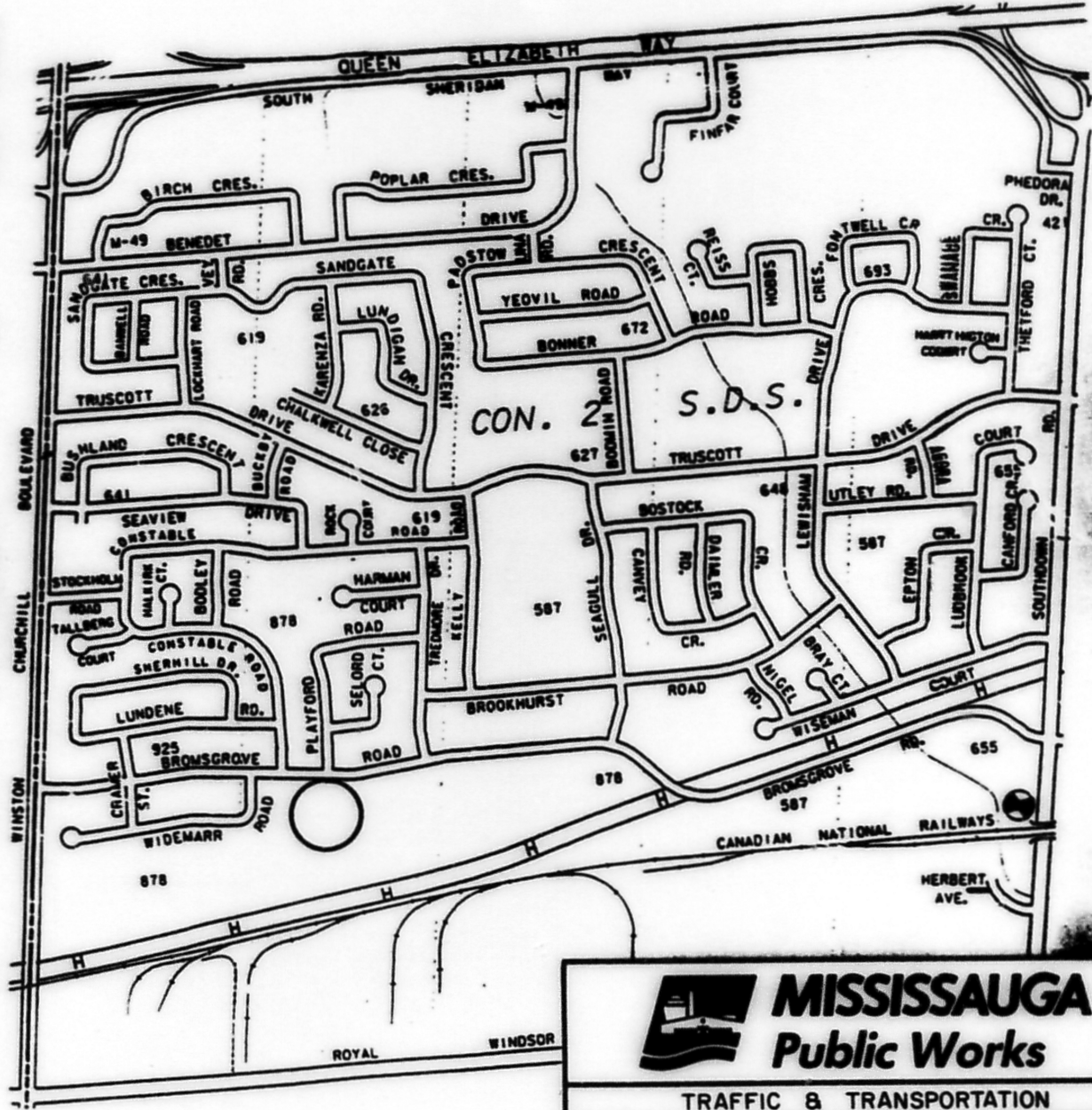
11(a)

William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.


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Z-18

11(h)

TOWN OF OAKVILLE



Z-10



MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

CLARKSON SECONDARY SCHOOL
BROMSGROVE ROAD



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12

OPERATION WORKS.

JUN 29 1988

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DATE: June 14, 1988.
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Consultant Selection.

ORIGIN: Public Works Department.

BACKGROUND: City Council at its meetings of February 22, 1988 and June 13, 1988 adopted the following recommendations of the Operations and Works Committee:

1. North/South Arterial Road (February 22, 1988).

- "a) That \$150,000 be allocated in the Public Works Department 1988 Current Budget to provide for the total estimated cost of a route feasibility and preliminary design study relating to a new north/south arterial road east of Dixie Road between Eglinton Avenue and Courtneypark Drive, and that the Public Works Department proceed with the preparation of the terms of reference for this study and request for proposals from consultants.
- b) That the study be contingent upon the Ministry of Transportation for Ontario providing a special subsidy from the Ontario Transportation Investment Initiatives fund for the Greater Toronto Area for the consultant's cost of the study."

2. Busway and Transit Terminal Study for the City Centre Area (June 13, 1988).

"That proposals be requested from a number of consulting firms for the functional design of the future Busway and Transit Terminal in the City Centre Area and,

That the Ministry of Transportation for Ontario be requested to provide special subsidy from the Ontario Transportation Investment Initiatives fund for the functional design of the Busway and Transit Terminal in the City Centre Area."

.... /2

12(a)

COMMENTS:

The Public Works Department has prepared brief terms of reference for the two above noted projects. The project location maps are attached to this report.

While the recommendations adopted by Council indicate that proposals are to be requested from a number of consultants, the Public Works Department has reviewed this and recommends that direct appointment of consultants be made for these two projects.

The Public Works Department has reviewed the consultants that would be requested to submit proposals on these projects and is of the opinion that two consultants are the best qualified to undertake the projects. The recommended consultants are as follows:

North/South Arterial Road Study
Busway and Terminal Station Study

M.M. Dillon Limited
McCormick Rankin

M.M. Dillon Limited is currently undertaking the Planning, Environmental Assessment and Preliminary Design for the City for the Highway 403 Arterial Road extension from Dixie Road to Eglinton Avenue. As can be seen from the location map, the North/South Arterial Road ties directly into the Highway 403 Arterial Road extension.

The Public Works Department is satisfied with the work carried out by M.M. Dillon to date and, in view of their familiarity with the area and issues, it is felt that it is logical to appoint M.M. Dillon for the North/South Arterial Road Study.

Likewise, McCormick Rankin has undertaken a number of studies related to the transportation requirements for the City Centre. The proposed Busway was the result of recommendations contained in the Mississauga Transportation Study which was undertaken by McCormick Rankin. Also, McCormick Rankin has undertaken additional studies related to the City Centre as well as studies for the Province under the previous GO ALRT (Advanced Light Rapid Transit) program.

McCormick Rankin has also undertaken extensive works with respect to the Ottawa-Carlton Busway.

12(h)

Therefore, in view of the extensive experience of McCormick Rankin in the City Centre area and experience in Busway Planning, it is recommended that a direct appointment be made of McCormick Rankin to the Busway and Transit Terminal Station Study.

The Ministry of Transportation for Ontario has advised that the North/South Arterial Road Study has been approved for funding from the Ontario Transportation Investment Initiative program (O.T.I.I.) at a subsidy rate of 75% of the total cost of \$150,000. The Ministry staff have reviewed the draft terms of reference and also the suggested direct appointment and have advised that they have no objections to either.

With regard to the Busway and Transit Terminal Study, Ministry staff have reviewed the draft terms of reference and the proposed direct appointment of McCormick Rankin and have advised that they have no objections to either. The subject of subsidy funding from the O.T.I.I. program has only recently been forwarded to the Ministry and the City will be advised shortly. The appointment of McCormick Rankin to this study should be contingent upon the receipt of subsidy funding from the Province.

CONCLUSIONS:

Proposals from consultants for engineering services are requested so that the project team qualifications and experience can be assessed with respect to a particular project. The preparation of proposals involves cost not only to the consultant, but also to the City in staff time.

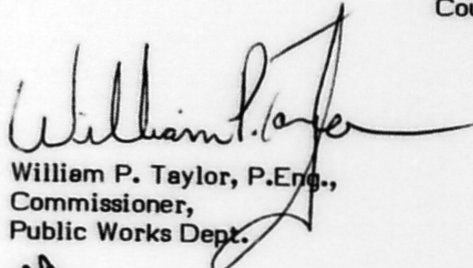
Based on a review of available consultants, it is recommended that direct appointments be made as follows:

- (a) North/South Arterial Road between Eglinton Avenue and Courtneypark Drive east of Dixie Road, be awarded to M.M. Dillon Limited.
- (b) Busway and Transit Terminal Study in the City Centre area be awarded to McCormick Rankin.

These direct study awards are recommended based on past and ongoing experience directly related to the projects and are subject to the satisfactory preparation of detailed work programs and cost breakdowns for the approval of Council.

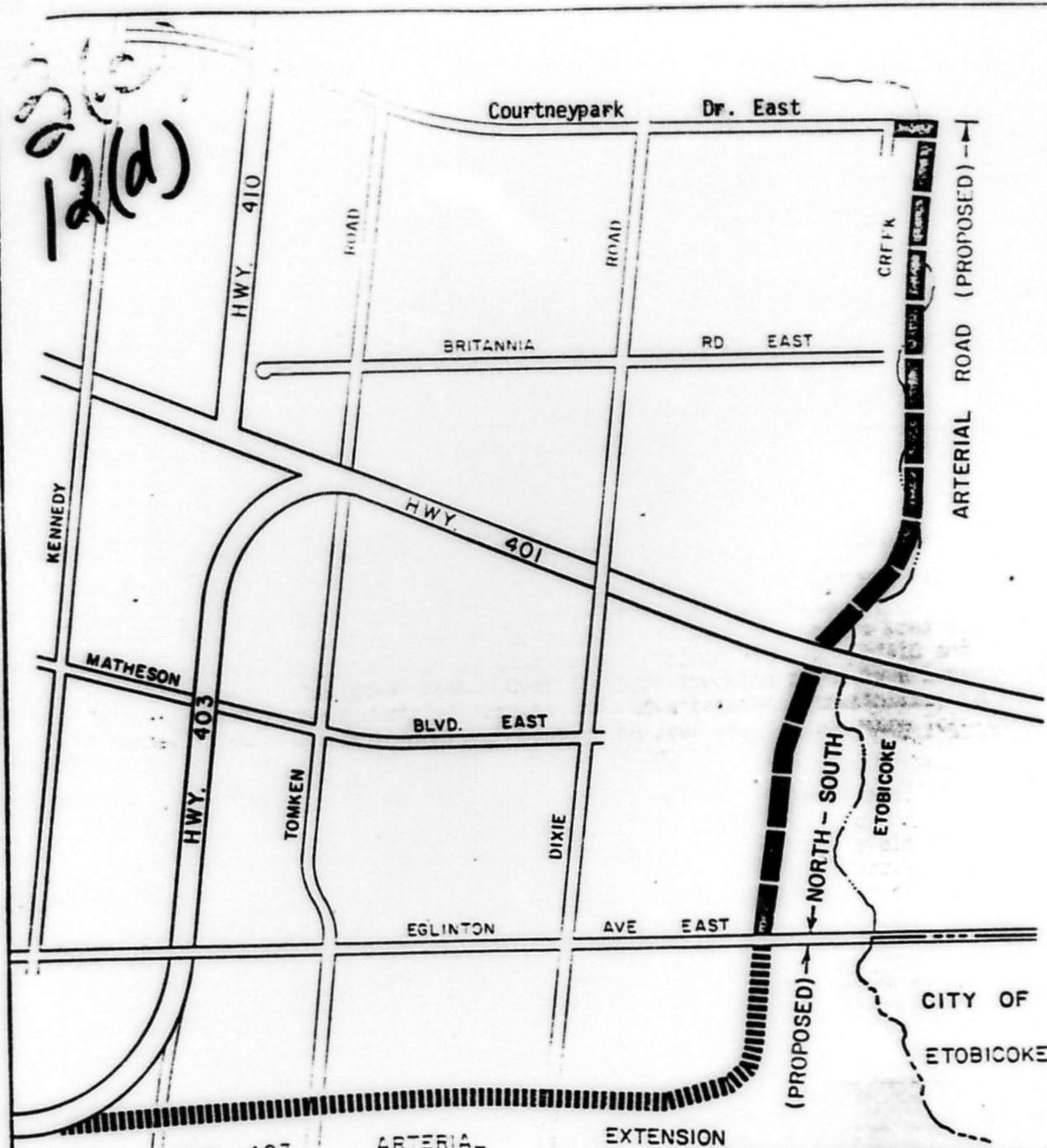
12(c)

- RECOMMENDATIONS:
- (a) That the route feasibility and preliminary design study relating to a new North/South Arterial Road between Eglinton Avenue and Courtneypark Drive east of Dixie Road, be awarded to the firm of M.M. Dillon Ltd., subject to the preparation of a detailed work program, study costs and study agreement for the approval of City Council.
 - (b) That the Busway and Transit Terminal Study in the City Centre area be awarded to the firm of McCormick Rankin, subject to the approval by the Ministry of Transportation for Ontario of special subsidy from the Ontario Transportation Investment Initiative Program, and the preparation of a detailed work program, study costs and study agreement for the approval of City Council.



William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

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Attach.



 **MISSISSAUGA**
Public Works
TRANSPORTATION & TRAFFIC
AREA MAP OF NORTH/SOUTH ARTERIAL ROAD



Corporate Report

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13 211 00036

13
OPERATION WORKS. JUN 29 1988

DATE: June 16, 1988.
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Access to Petro Canada Service Station and Country Style Donut Shop - North-west corner of Eglinton Avenue and Tomken Road.

ORIGIN: Operations and Works Committee Meeting of May 11, 1988. Report Request No. 181-88.

BACKGROUND: The Operations and Works Committee at its meeting of May 11, 1988 considered the report dated April 20, 1988 from the Commissioner of Public Works concerning the existing access to the Petro Canada Gas Bar and Car Wash, and the Country Style Donut Shop on the north-west corner of Eglinton Avenue and Tomken Road.

The Committee adopted the following recommendation:

"OW-205-88 That the access to the Petro Canada Gas Bar/Country Style Donut Shop site on the north-west corner of the intersection of Eglinton Avenue and Tomken Road be referred to staff and the area representative, Councillor F. McKechnie, for further review."

COMMENTS: Staff from the Public Works Department have met with Councillor McKechnie and reviewed the history surrounding the access arrangements as outlined in the report from the Commissioner of Public Works dated April 20, 1988. A copy of this report is attached for easy reference.

The Traffic and Transportation Section undertook a review of the accident experience at this access over the past three years and five months, and would advise that records indicate that there have been a total of five accidents involving left-turning vehicles out of the access points since the beginning of 1985. Of these five accidents, three occurred in 1985, one in 1986, and one in 1987. There have been no accidents related to the access points to date in 1988. Based on this accident experience it would be difficult to recommend that the gas station and donut shop access points be restricted to right-in/right-out at this time.

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13(a)

COMMENTS: (cont.)

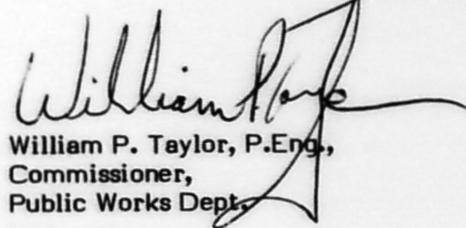
It is recognized that there is some frustration created by impatient drivers wishing to exit from the accesses and turn left and thus blocking the westbound lanes, however, as has been previously indicated, at this time, a substantial case for restricting the access cannot be made, particularly in view of the fact that Petro Canada and its predecessor B.P. Oil Ltd. paid approximately \$70,000 in 1983 for the construction of the left-turn lane.

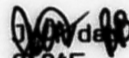
CONCLUSION:

At this point in time a serious accident problem and safety hazard has not been identified that would warrant the restriction of the access points to the Country Style Donut Shop and the Petro Canada Gas Bar and Car Wash on the north-west corner of the intersection of Tomken Road and Eglinton Avenue.

RECOMMENDATION:

That no action be taken at this time with respect to the access points to Eglinton Avenue from the Petro Canada Gas Bar and Car Wash and the Country Style Donut Shop development on the north-west corner of the intersection of Tomken Road and Eglinton Avenue.


William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.


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Attach.



Corporate Report

13(h)

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DATE: April 20, 1988.

TO: Chairman and Members of the Operations and Works Committee.

FROM: William P. Taylor, P.Eng., Public Works Department.

SUBJECT: Access to Petro Canada Service Station/Country Style Donut Shop
- North-west corner of the intersection of Eglinton Avenue and
Tomken Road.

ORIGIN: Operations and Works Committee Meeting of March 30, 1988.

BACKGROUND: At its meeting of March 30, 1988 the Operations and Works Committee considered the report dated March 22, 1988 from the Commissioner of Public Works concerning the intersection of Eglinton Avenue and Tomken Road. This report addressed the intersection design as well as the access to the Petro Canada Gas Bar/ Country Style Donut shop which are located on the north-west corner of the intersection.

It was indicated in the report that the access was approved during the normal rezoning/site plan process and that the applicants were required to fund the entire cost of the left-turn lane facility.

The Committee requested further details with respect to the approval of the access.

COMMENTS: A site plan for a self-serve gas bar and car wash on the north-west corner of Eglinton Avenue and Tomken Road was submitted by B.P. Oil Limited for consideration at the November 18, 1982 Site Plan Committee Meeting.

The gas bar and car wash facilities were shown on the eastern portion of the site.

The site plan provided for a single access to both Eglinton Avenue and Tomken Road.

The site had a frontage of approximately 120 metres (396 feet) on Eglinton Avenue and 77 metres (253 feet) on Tomken Road. The proposed gas bar and car wash occupied the entire frontage on Tomken Road and approximately 77 metres (253 feet) of the Eglinton Avenue frontage.

13(c)

The Public Works Department's initial comments on the proposed site plan indicated that one access would be permitted to Eglinton Avenue for the overall site. This access to Eglinton Avenue would be a mutual access for the gas bar/car wash and the undeveloped portion of the site. In addition, it was indicated that the centre median island on Eglinton Avenue would be extended to restrict the access to right-in/right-out.

The applicant was also given the option of providing a northbound left-turn lane on Tomken Road in order to develop a full access to Tomken Road.

The applicant, B.P. Oil requested reconsideration of the Public Works Department's comments in view of the size of the site and that an additional use over and above the gas bar/car wash would have to be obtained to make adequate use of the site. The site was zoned AC4 Sec. 813 which permitted the uses that are currently on the site.

The Public Works Department reviewed the site plan and agreed to permit full access to Eglinton Avenue. The reasons for this change in access arrangements were as follows:

- o Proposed uses on the site were permitted under existing zoning (i.e., restaurant), and required more than right-in/right-out access.
- o Site was too large to restrict to only a gas bar/car wash.
- o The east access to Eglinton Avenue is 76 metres (250 feet) from the intersection and is not out of line with other access points.
- o The site is located on the far side of the signalized intersection so that a full access to Tomken Road had the potential to create more traffic operational problems due to the limited frontage of the site.
- o The location of the site was such that construction of the left-turn lane on Eglinton Avenue for access to the site in fact increased the left-turn storage for the eastbound to northbound movement at the Eglinton Avenue and Tomken Road intersection. This left-turn movement was backing-up beyond the then existing left-turn lane and creating problems for traffic eastbound on Eglinton Avenue.

13(d)

The Public Works Department has had concerns expressed to it with respect to the access on Eglinton Avenue. In particular, the problem appears to be vehicles turning left out of the access to go eastbound on Eglinton Avenue. During heavy traffic times these vehicles are blocking westbound traffic. We have noted this type of movement, however, there is no way to restrict the movement without the construction of a median island in the vicinity of the driveway such that the access becomes restricted to right-in and right-out movements only, nor is it felt that such action is required. While this does occur and is undesirable, it is not unlike that which occurs at other access points on heavily travelled roads.

Concern was expressed at the Committee Meeting that other sites are not being treated equally. Similar developments (i.e., gas bar, car wash, donut shop/restaurant) are located at Queensway/Dixie Road and Kennedy Road/Matheson Boulevard. Both of these sites have one right-in/right-out access and one full access.

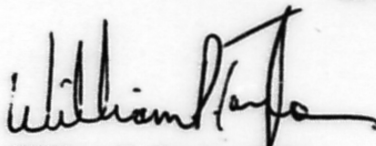
When evaluating access to proposed development, consideration must be given to existing zoning, site location, frontage lengths and site size, as well as surrounding development. If there is potential for a site to develop in conjunction with surrounding lands, overall access is investigated, however, in this case due to development patterns, the Public Works Department was dealing with a particular fixed site only with frontage on two major arterial roads.

CONCLUSION:

The granting of access to sites is considered carefully on the merits of the site and every effort is made to be consistent and adequately balance consideration of traffic operations and site access.

The accesses to the Petro Canada gas bar/Country Style Donut shop were approved by the City and are consistent with other developments.

RECOMMENDATIONS: That the report dated April 18, 1988 from the Commissioner of Public Works Department, concerning access to the Petro Canada gas bar/Country Style Donut shop site on the north-west corner of the intersection of Eglinton Avenue and Tomken Road, be received.


William P. Taylor, P.Eng.,
Commissioner
Public Works Dept.

JWT/dab
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14

OPERATION WORKS

JUN 29 1988

DATE: June 17th, 1988

TO: Chairman and Members of the
Operations and Works Committee

FROM: Terence L. Julian, A.M.C.T., C.M.C.
City Clerk

SUBJECT: Request to renew Permission to Enter on untravelled portion of
McConnell Road.

ORIGIN: Request from GO TRANSIT dated June 10, 1988.

COMMENTS: On July 15th, 1987 Council enacted By-Law 598-87 authorizing GO
TRANSIT to enter onto a portion of the untravelled McConnell
Road allowance, described as Part 5 on Plan 43R-14304 for the
purpose of widening the existing grade for the Toronto/Milton
Rail Service Project. The said permission expired on December
31, 1987 and GO TRANSIT has requested an extension until
December 31, 1988.

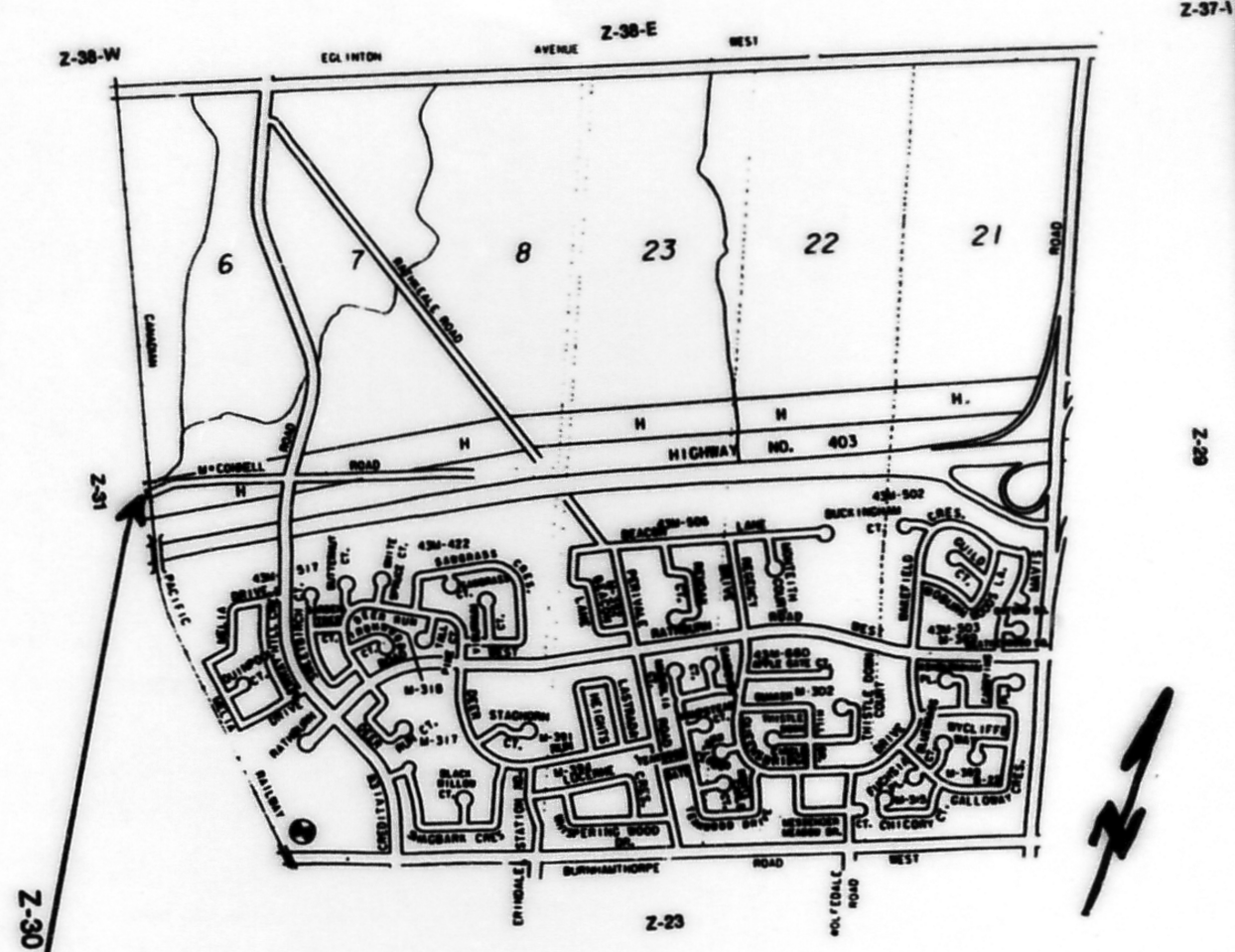
The Public Works Department has reviewed this request and have
no objections to Granting the Permission to Enter.

RECOMMENDATION: That a By-Law authorizing the execution of a Permission to Enter
Agreement onto City lands, being a part of the untravelled
McConnell Road and described as Part 5 on Plan 43R-14304 be
enacted and passed.

Terence L. Julian, A.M.C.T., C.M.C.
City Clerk

SS/mc

14(a)



SUBJECT
LOCATION



MISSISSAUGA
Clerk's Department
Realty Services

PERMISSION TO ENTER ONTO UNTRAVELLED
PORTION OF McCONNELL ROAD

FILE No. E.02.02.02.25



Corporate Report

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Files

410.00 MT

OPERATION NETWORKS

JUN 29 1988

15

DATE: June 8th, 1988, 1988
TO: Operations & Works Committee
FROM: E.J. Dowling, General Manager, Transit Department
SUBJECT: Kipling Bus Terminal

ORIGIN: Mississauga Transit & Study Steering Committee

BACKGROUND: The following is a summary of the report "Kipling Terminal - Bus Expansion & Gateway Overview" prepared by the consulting firm of Marshall Macklin Monaghan Ltd. A copy of the report is attached.

Since 1982, representatives of the Ministry of Transportation, Metropolitan Toronto, the Toronto Transit Commission, and Mississauga Transit have studied many alternative designs for an inter-regional bus terminal at Kipling Station in order to relocate Mississauga Transit bus operations from Islington Station. This is required to permit the redevelopment of the existing Islington Station site in accordance with the City of Etobicoke's development objectives for the Kipling/Islington Centre.

Because agencies were unable to agree on a preferred alternative the Ministry of Transportation agreed to fund a consultant study to take into account the requirements of the various agencies, evaluate the alternatives and recommend a preferred design.

The Steering Committee to oversee the study was comprised of representatives from the Ministry of Transportation, GO Transit, Mississauga Transit, Region of Peel, Toronto Transit Commission and Metropolitan Toronto. The consulting firm of Marshall Macklin Monaghan Limited was engaged to conduct the study.

15(a)

- 2 -

Study Purpose:

The study consisted of two components:

- (1) The preparation of a functional design for the inter-regional bus terminal acceptable to all parties. The recommended scheme was to be designed to accommodate the longer term requirements of Mississauga Transit, while not precluding options for expanding the Metropolitan rapid transit network.
- (2) An examination of the "Gateway" potential at Kipling Station, recognizing the aspirations of the City of Etobicoke and Metropolitan Toronto to accommodate additional development in the area, consistent with both Official Plans.

Study Findings:

(a) Inter-Regional Terminal

The study reviewed the current and future operations of GO Transit, Mississauga Transit and the Toronto Transit Commission. It was concluded that Mississauga Transit will require a facility that could accommodate a minimum of ten bus platforms and up to ten layover spaces and the Toronto Transit Commission will require an additional two bus platforms and up to fourteen layover spaces for special bus services. GO Transit has no short to medium requirements for peak period access to bus bays, while any long term needs could be accommodated through expansion of the new terminal.

The consultant identified six conceptual locations for the inter-regional terminal in the Kipling Station area (see Figure 1). Based on a preliminary review, two locations (immediately north of St. Albans Road and the commuter parking lot site south of the railway corridor) were not considered further. Functional designs were prepared for the four remaining locations:

15(1)

- 3 -

- (1) Parallel to Kipling station along the south side of St. Albans Road;
- (2) The existing kiss 'n' ride area (with a relocation of the kiss 'n' ride carousel north of Subway Crescent);
- (3) A portion of the commuter parking lot north of Subway Crescent; and
- (4) The future LRT platform area along the south side of Kipling station.

The four alternatives were evaluation based on the following criteria:

- pedestrian flows;
- bus operators;
- implementation and construction;
- development and property impacts;
- design flexibility and cost

Based on this evaluation, Alternative 2 located in the existing kiss 'n' ride area was recommended by the consultant.

Recommended Alternative (Alternative No. 2 - Kiss 'n' Ride):

The existing kiss 'n' ride facility is located at the southwest corner of Subway Crescent and Auckland Road. The kiss 'n' ride carousel would be relocated to the north side of Subway Crescent in the existing park 'n' ride lot to permit construction of the new bus terminal. The area occupied by the kiss 'n' ride carousel is not large enough to accommodate a ten platform terminal. Therefore, this area would have to be enlarged by relocating Subway Crescent westerly by displacing part of the commuter parking area located north of the road. A standard island type platform could then be constructed on this property (see Figure 2). Inter-regional passengers would be able to use the tunnel into the station which currently serves the kiss 'n' ride and park 'n' ride passengers. This tunnel connects to Kipling Station at the west end, thereby providing access to both TTC bus and subway, as well as providing access to the GO train platform.

June 8th, 1988

- 4 -

15(c)

The following advantages should be noted with respect to the recommended alternative:

- A total of ten platforms can be provided initially. If required in the future, additional platforms can be provided by shifting Subway Crescent further to the west. Approximately ten layover spaces can also be provided;
- Bus access to the inter-regional terminal would be from both Auckland Road and Subway Crescent. All buses would exit into Subway Crescent;
- The existing stairs to the kiss 'n' ride would be maintained to service the terminal. An escalator could also be added;
- Inter-regional passengers would be able to pass through the existing TTC fare collection area at the west end of the terminal;
- Inter-regional bus operators would not conflict with TTC bus operations as they would be separate from each other;
- Inter-regional bus operations would be very flexible as entry and exit would be possible via both Auckland Road as well as Subway Crescent to Dundas Street;
- An enclosed waiting area is proposed for the east end of the platform with the remaining area covered by a canopy.

The only significant disadvantage of the recommended alternative is the loss of 300 commuter parking spaces as a result of relocating the kiss 'n' ride carousel. However, these spaces can be relocated to the Hydro right-of-way between Dundas and Bloor.

The traffic review confirmed earlier observations that alternatives 2 and 3 would not result in traffic operations deteriorating below an acceptable level of service.

June 8th, 1988

15(d)

- 5 -

The review of Alternatives No. 2 and No. 3 identified that the basic difference between the options was that Alternative No. 2 (kiss 'n' ride) would be located 80 meters closer to Kipling Station than Alternative No. 3 (park 'n' ride) but that it would cost \$1,835 million dollars more to construct. The bulk of this additional cost results from the need to relocate the existing kiss 'n' ride facility.

The Committee also noted that 18,000 daily Mississauga Transit riders currently use Islington Station and would be expected to use the new facility, while 4,000 daily passengers use the kiss 'n' ride facility at Kipling Station. It is estimated that by 1991, approximately 21,000 daily Mississauga Transit riders would use a new facility at Kipling Station, while kiss 'n' ride patronage is not expected to significantly increase.

The Committee members had the following views on a preferred alternative. Alternative No. 2 was preferred by representatives of the City of Mississauga, Region of Peel, GO Transit, Ministry of Transportation and the Metropolitan Toronto Planning Department because of the shorter walking distance compared to Alternative No. 3. The shorter walking distance will reduce transfer times and, therefore, will encourage higher transit usage.

Representatives of the City of Etobicoke, the Toronto Transit Commission and the Metropolitan Toronto Roads and Traffic Department preferred Alternative No. 3 because of its lower cost and less disruption to existing facilities. It should be noted, however, that from a traffic and transit operations perspective, both alternatives were considered equal.

The consensus of the Steering Committee is to accept the recommendation of the consultant and to recommend to the Ministry of Transportation that Alternative No. 2 (kiss 'n' ride) to be preferred design for the inter-regional bus terminal at Kipling Station. The construction of this alternative and the relocation of Mississauga Transit's operations to Kipling Station will assist the implementation of fare integration and service co-ordination across the boundary between Metropolitan Toronto and the Region of Peel.

June 8th, 1988

- 6 -

15(e)

The Committee also notes that the choice of Alternative No. 2 for the new bus terminal at Kipling Station must be viewed in light of any decisions by the Ministry of Transportation regarding a possible extension of the Bloor Subway. The Committee evaluated the four design options assuming that an extension would be a long term possibility; if, as a result of changing priorities, a decision is made to extend the subway in the near term, then the Committee's recommendation should be reviewed accordingly.

Implementation:

The following issues were raised by the Committee with respect to the implementation of the proposed inter-regional bus terminal at Kipling Station:

(i) Timing

The timing of the construction of the proposed terminal at Kipling Station is tied to two other events, the Mississauga Busway connection to the Bloor Subway and the redevelopment of the Islington Station site. Metropolitan Toronto Council has taken the position that implementation of the Mississauga Busway connection to the Bloor Subway should not occur before the Kipling Terminal is constructed. In addition, proposals for the redevelopment of Islington Station are currently being negotiated by Metropolitan Toronto staff. Given the above, the construction of the new inter-regional terminal should begin as soon as possible.

(ii) Need for Environmental Assessment

This project will require approval under the Environmental Assessment Act. Discussions with the Ministry of Transportation on the preparation of the necessary documents will be required after approval of the design concept.

(iii) Responsibility for Construction

Since the new facility would be an integral part of the Kipling terminal complex, it has been assumed to date that the Toronto Transit Commission would design and construct the inter-regional terminal with 100% funding from the Ministry of Transportation and funding has been allocated in the T.T.C.'s current 5-year capital program for the project.

June 8th, 1988

- 7 -

15(4)

(iv) Replacement of Commuter Parking

The recommended design would result in a loss of 300 commuter parking spaces at Kipling Station. The Ministry of Transportation should be responsible for the full cost of relocating these spaces to the Hydro right-of-way north of Dundas Street.

Steering Committee Recommendations:

It is, therefore, recommended that:

- (1) Alternative No. 2 (kiss 'n' ride), as described in Marshall Macklin Monaghan's Final Report on the Kipling Terminal - Bus Expansion and Gateway Overview Study, be the approved design for the proposed inter-regional bus terminal at Kipling Station, and
- (2) The individual municipalities and agencies report to their respective Councils or Boards to obtain official positions with respect to the approved design and advise the Minister of Transportation accordingly.

Present Status:

It is requested by the Chairman of the Steering Committee that members present the report and committee recommendations to their respective Councils and that their recommendations be forwarded to the Minister of Transportation.

COMMENTS:

Transit staff have, for many years, been actively involved in the difficult task of locating an adequate bus terminal at Kipling Station in order to move from Islington Station. The move from the existing terminal is very desirable to reduce our access time to the subway and to remove operating limitations and problems being experienced at Islington Station. We are also required to relocate so that major develop plans in the Islington Station area can proceed.

The recommendation to construct Alternative No. 2 has been approved by the City of Etobicoke Council, although concern was expressed about the relocation of 300 Park 'N' Ride parking spaces from the Ontario Hydro right-of-way lands within a short walk distance of the subway station. This is also one of the concerns of Ontario Hydro that is proposing a study to ascertain the effect of Alternative No. 2 on the long term use of its major hydro corridor.

June 8th, 1988

- 8 -

15/8)

Although the Hydro concerns could jeopardize the study recommendation it has been requested that Mississauga Council deal with the report and notify the Minister of Transportation of its official position with respect to the proposed Alternative No. 2 location of the Mississauga bus terminal at Kipling Station.

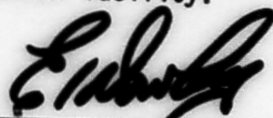
CONCLUSIONS:

Of the six conceptual alternative locations studied by the Steering Committee agreement was reached that Alternative No. 2 - the present Kiss 'N' Ride site - will best satisfy the essential requirements of Mississauga Transit, namely,

1. Passengers walk the minimum possible distance between the bus terminal and the subway platform.
2. Sufficient bus bays are provided to accommodate anticipated bus routes and number of buses and, sufficient space provided for lay-over buses.
3. That access to and from the bus terminal to and from Dundas and Bloor Streets would not result in excessive delays to bus service.
4. That the terminal could be extended in the future.

These requirements would be met only by Alternative No. 2.

RECOMMENDATIONS: That the Alternative No. 2 bus terminal plan as described in the Marshall Macklin Monaghan Final Report on the Kipling Terminal - Bus Expansion and Gateway Overview Study be approved and that the Minister be so advised and requested to proceed quickly with the construction of this important terminal facility.



E.J. Dowling, General Manager, Transit Department

EJD/dk
1.54(48)



City of Mississauga

MEMORANDUM

16

To Chairman and Members
Operations & Works
Dept.

From David J. Culham
Councillor Ward 6
Dept.

27 June 1988

RE: Stop Sign Hewick Lane & Credit Pointe

A request for a stop sign was received in January 1988. At that time we put it off because of building traffic and inadequate policing. Appropriate enforcement was requested some months ago.

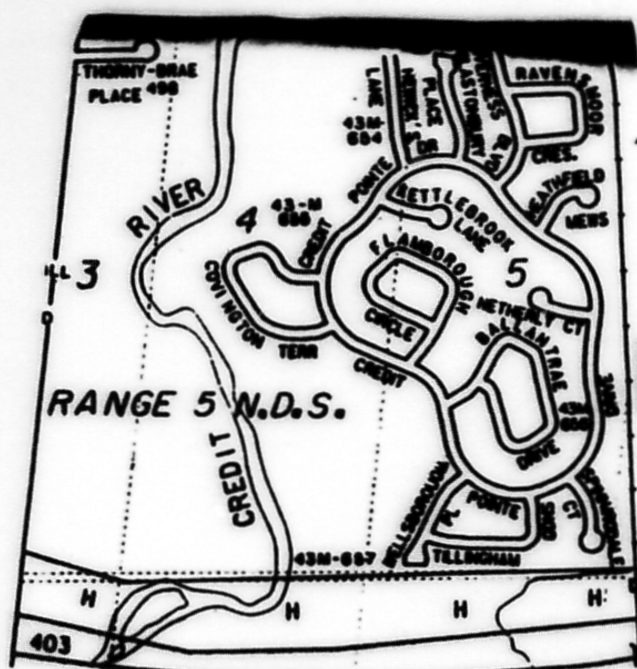
Speeding and irregular driving still continues complicated by the turning movement on the bend and at the corner.

On June 2nd, as a result of a well attended community meeting, we discussed the matter again with an overwhelming support for this move plus a request for additional stops. I thought a report would be at this meeting. An accident occurred, as predicted by neighbours, on Saturday June 25th.

Resolved that a 3 way stop be placed at Hewick Lane and Credit Pointe and further the Peel Police be requested to monitor the traffic in this area of the neighbourhood.

David
David J. Culham
Councillor Ward 6

DJC:jk





City of Mississauga

MEMORANDUM

17

To Chairman and Members
Operations & Works
Dept.

From David J. Culham
Councillor Ward 6
Dept.

27 June 1988

RE: Compulsory Blue Box

"RESOLVE that Mississauga implement a compulsory Blue Box system for curb side recycling and that staff report back at the August Operations and Works with recommendations as to how and when such a decision can be implemented."

Background

It was clear at the Fall 1987 Recycling Conference in Hamilton that compulsory curbside was necessary, practical and was being implemented in Oxford County. At that time I requested staff to report on this potential and was told that the report would be here in July. Several factors make this practical.

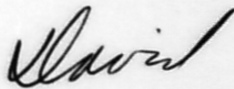
1. In Oxford County, persuasion was used for a year after the compulsory program with positive results in both participation and increased volumes of material recycled.
2. The seventy-five percent already participating should be joined by the 25% who are not.
3. People still have a choice. To have your regular garbage picked up put out your Blue Box.

Why Now?

1. With new growth it is difficult for the city to start pickup of the Blue Boxes close behind the start of garbage pick up. Recycling then falls behind.
2. We have not made significant break through past the 10% - 11% rate of the residential garbage production.
3. Presently we are less than 4% recycling of total garbage production. Our 40 year Peel Master Plan for waste management should be at 4.6% now. We are behind, not ahead.

4. Our Peel Plan also calls for escalation to wet and dry garbage sorting by 1995 which will require positive decisions at the City by 1990 or no later than 1993.
5. It seems that few understand the 23% level of recycling called for in the Master Plan. Both Carolyn Siller and Chairman Bean were right (or wrong) at the Environmental meeting. The 23% recycling is a long term average for the gross garbage production for the 40 year period. To obtain 23% then will require 40 - 50% recycling in the later years of the 40 year period, not only as "hoped for" but as "requirements". However the long term 23% will be difficult to achieve if our present recycling rates do not pick up substantially.

A break through is needed. We should go ahead in the fall of 1988 and take it to the people in explanation during the election. We have come a long way, further and faster than other municipalities, but we cannot afford to loose time because of timidity.



David J. Culham
Councillor Ward 6
DJC:jk

REQUEST FOR A REPORT



XXX O&W

REQUEST NO.

25-88

TO: W. Taylor, Com of Public Wks DUE

RE: **Mandatory Curbside
Recycling**

DATE OF REQUEST: **Jan 28/88**

PLEASE NOTIFY THE CLERK'S DEPT. WITH-
IN THREE (3) DAYS OF THIS REQUEST
AS TO THE DATE WHEN THIS REPORT
WILL BE AVAILABLE.

FILE NO: **F.05.04.05**

SOURCE: **Memo Jan 7/88 fm
D. Culham**

ON ALL FUTURE CORRESPONDENCE AND/
OR REPORTS PLEASE REFER TO THE RE-
QUEST NUMBER AND FILE NUMBER.

lm



City of Mississauga

MEMORANDUM

To Terry Julian
City Clerk

From David J. Culham
Councillor Ward 6

RECEIVED

REGISTRY NO.

DATE JAN 8 1988

FILE NO. F.05.04.05

CLERK'S DEPARTMENT

7 January 1988

I would ask that on the next Operations & Works agenda that I would request staff to report on the feasibility of having a mandatory recycling program at curbside. Ernie Hardman, Deputy Mayor of Southwest Oxford and Patricia Moore, Director of Wilton Solid Waste District in Vermonte gave the delegates at the recent recycling conference in Hamilton a detailed view of how this works in their jurisdictions. In both cases the diversion rates increased to 15% and 45% respectively. The Southwest Oxford by-law states that in order to receive garbage collection, residents must first separate out their recyclables. I questioned the Deputy Mayor as to how flexible they were. Very few people were prosecuted or even given citations. I would ask that staff investigate both programs and report back to a future Operations and Works meeting.

David J. Culham
Councillor Ward 6

DJC:jk

CITY OF MISSISSAUGA

MINUTES

MEETING THIRTEEN EIGHTY-EIGHT

NAME OF COMMITTEE: OPERATIONS AND WORKS

DATE OF MEETING: WEDNESDAY, JUNE 29, 1988, 9:15 A.M.

PLACE OF MEETING: RESOURCE LIBRARY, CIVIC CENTRE

MEMBERS PRESENT: Councillor F. McKechnie
Councillor H. Kennedy
Councillor D. Cook
Councillor D. Culham
Councillor D. Lane (Chairman)
Councillor T. Southorn

MEMBERS ABSENT: NIL

OTHERS PRESENT: Councillor P. Mullin

STAFF PRESENT: Mr. D.A. Lychak, City Manager
Mr. B. Thom, City Solicitor
Mr. W.P. Taylor, Commissioner of Public Works
Mr. A. McDonald, Director, Public Works
Mr. J. Thomas, Public Works
Mr. R. Sasaki, Public Works
Mr. E.J. Dowling, Transit General Manager
Mr. L.M. McGillivray, Deputy Clerk
Mrs. D. Peterzell, Committee Coordinator

INDEX - OPERATIONS AND WORKS COMMITTEE - JUNE 29, 1988

DEPUTATIONS - 9:15 AM

- A. Mr. Richard Young, 7030 Netherbrae Road
Mrs. Teresa Bednarz, 7033 Netherbrae Road
F.06.04.02
SEE ITEM 6
- B. Ms. M. Khan, Property Officer, Canada Post
Mr. B. J. Harasowsky, Malton Postal Station Manager
E.04.01
SEE ITEM 7
- C. Mr. Heinz Klenzle, 3557 Gallager Drive
F.06.04.02
SEE ITEM 8
- D. Mrs. Barb Gates, Peel Board of Education
F.06.04.13
SEE ITEM 11

PRESENTATIONS - 10:00 AM

- A. Mr. E. J. Dowling, General Manager, Mississauga Transit
(a) Kipling Bus Terminal.
D.01.04
SEE ITEM 15
- B. Mr. W. P. Taylor, Commissioner of Public Works
(a) Northwest Mississauga Roads Review
F.06.03.08
SEE ITEM 3

INDEX - OPERATIONS AND WORKS COMMITTEE - JUNE 29, 1988

<u>ITEM</u>	<u>FILE</u>	<u>SUBJECT</u>
1.	A.00.02.01	Flowers and/or Landscaping on Sight Triangles Policy Review
2.	D.01.01 D.04.05	Northwest Metro Transportation Study
3.	F.06.03.08	Northwest Mississauga Roads Review
4.	A.02.03.02.07	1988 Capital Budget - Traffic Signal Installations
5.	E.02.02.02.25	Release and Abandonment of Easement - Dolphin Development Company
6.	F.06.04.02	Parking - Netherbrae Road
7.	E.04.01	Hull Street Municipal Parking Lot
8.	F.06.04.02	Parking Prohibition - Gallagher Drive
9.	F.06.02.02	Street Dance - Shay Downs
10.	F.06.04.02	Traffic Congestion - Dunrankin Drive
11.	F.06.04.13	School Bus Loading Zone - Clarkson High School
12.	A.02.03.02.18	Consultant Selection
13.	J.05.88013	Access - Petro Canada Gas Bar and Car Wash and Country Style Donut Shop
14.	E.02.02.02.25	GO Transit - McConnell Road Allowance
15.	D.01.04	Kipling Bus Terminal
<u>ADDITIONAL ITEMS</u>		
16.	F.06.04.02	Stop Sign - Hewick's Lane & Credit Pointe
17.	F.05.04.05	Compulsory Blue Box Program

MATTERS CONSIDERED:

1. Report dated June 1, 1988, from the Commissioner of Public Works in response to concerns expressed with the maintenance and upkeep of the various sight triangles which are normally taken at the intersection of side streets with major roads. Current policy requires the sight triangles to be taken into City ownership in order to control any facilities constructed on the sight triangles which would restrict visibility at the intersection.

The City of Mississauga should not alter its policy of obtaining title to sight triangles, however the Landscape Planning Section of the Planning and Building Department, should be requested to pay particular attention to the aesthetic features of sight triangles during site plan reviews in high density areas.

RECOMMENDATION:

That no change be made to the current practice of requiring dedications of sight triangles and that the Landscape Section of the Planning & Building Department be requested to pay special attention to establishing appropriate landscaping features on sight triangles.

This report was included on the agenda for June 15, 1988, and deferred to this meeting at the request of Councillor D. Culham.

Councillor Culham advised of his concurrence with the staff recommendation. He advised of the large demand by the public for open colour and space advising effective areas of colour in the City are limited to woodlots which are viewed by a small percentage of the population.

Councillor T. Southorn enquired if a policy could be established wherein the Recreation and Parks Department would assist citizens who wished to beautify the entrance to their neighbourhoods with staff digging the flower beds and providing the plant material and the citizens maintaining the beds by weeding and watering, etc. Councillor Southorn requested a report to Community Planning & Development Committee to address this matter. (Request for Report 226-88)

A.00.02.01

Approved

See Recommendation OW-276-88 (D. Culham)

2. Report dated June 17, 1988, from the Commissioner of Public Works with respect to the report prepared by the Metropolitan Toronto Planning Department entitled: 'Northwest Metro Transportation Study: Needs Analysis' (hereafter referred to as N.W.M.T.S. - Phase I). Mr. Taylor advises the N.W.M.T.S. - Phase I was commissioned by Metro Council in 1986 to identify transportation deficiencies and solutions within the northwest section of Metropolitan Toronto. Phase II of the study will examine the solutions in greater detail.

The work was done under the direction of a steering committee consisting of staff from the Ontario Ministry of Transportation, Metropolitan Toronto Planning and Roads and Traffic Departments and the Toronto Transit Commission. A working committee with representatives from municipal agencies within and adjacent to the study area (including the Mississauga Public Works Department) provided technical input to the study and reviewed on-going work throughout the study.

Mr. Taylor comments on:

- (a) the widening of Eglinton Avenue West from Renforth Drive to Black Creek Drive and concludes the recommendation is compatible with Mississauga's plans for express bus service operating from the City Centre to Metro Toronto in the Highway 403/Eglinton Avenue corridor and should be supported.
- (b) Ministry of Transportation Studies to initiate, fund and co-ordinate a number of studies with the assistance of an inter-regional technical committee. The aforementioned studies, include GO Rail Service Expansion Studies; West Metro boundary transit study; an origin/destination survey of trips using Highway 401 east of Highway 403 to the Humber River to provide a basis for determining road and transit improvements to relieve congestion on this section of Highway 401.

RECOMMENDATION:

That the Municipality of Metropolitan Toronto be advised that the City of Mississauga endorses the following recommendations of the Northwest Metro Transportation Study, on the condition that the City of Mississauga is appropriately represented in future studies:

- (i) the widening of Eglinton Avenue West from Renforth Drive to Black Creek Drive with the possible utilization of the additional lanes only for peak period buses;
- (ii) studies to address expansion of GO Rail services;
- (iii) a West Metro boundary transit study; and
- (iv) an origin/destination survey of trips using Highway 401 between Highway 403 and the Humber River.

Mr. Taylor advised it would be premature at this time to make a presentation with respect to the 'Northwest Metro Transportation Study: Needs Analysis' as the staff report merely comments on the Study and although endorses same, requests that the City of Mississauga be appropriately represented in future studies. A presentation will be made at a later date when the future studies have been completed.

June 29, 1988

Councillor F. McKechnie enquired if the Study addresses access to Lester B. Pearson International Airport. Mr. Taylor advised the Study does not address the Airport but he referred to Item 12 on the agenda which recommends a consultant to undertake the Planning, Environmental Assessment and Preliminary Design for the Hwy. 403 Arterial Road extension from Dixie Road to Eglinton Avenue wherein the North/South Arterial Road ties directly into the Hwy. 403 Arterial Road Extension. Mr. Taylor advised this will ultimately alleviate some of the traffic problems in the Airport area.

D.01.01, D.04.05

Approved

See Recommendation OW-277-88 (T. Southorn)

3. Report dated June 17, 1988, from the Commissioner of Public Works with respect to the Northwest Mississauga Roads Review report which is in response to a number of related requests regarding the impacts of new development on the road network serving the northwest section of Mississauga through Community Planning & Development Committee and the Commissioner of Planning for the Region of Peel.

Mr. Taylor advises of the findings of a review of the impact of all projected residential and industrial/commercial development on the road network serving the northwest section of Mississauga over the next five (5) years. The findings are based on a screenline (major corridor) analysis of traffic volumes during the morning rush hour. In addition comments on specific development applications are provided. The study area is bounded by Hurontario Street in the east, Eglinton Avenue in the south and the City boundaries in the west and north.

The major findings are summarized below:

1. Although there are situations where major roads are operating at/or close to capacity there appears to be surplus capacity to accommodate existing traffic volumes in major north-south and east-west corridors, except for Highway 401 west of Highway 403.
2. The Study's results confirm the need for major road improvements currently scheduled by the City (in its 10-Year Capital Budget) and the Region (in its Draft 10-Year Major Roads Forecast) over the next five years on Derry Road, Britannia Road, Eglinton Avenue, Mississauga Road, Erin Mills Parkway, Mavis Road, Winston Churchill Boulevard and Hurontario Street.
3. The study indicates the need for additional road improvements on Highway 401, Mavis Road, Hurontario Street, Confederation Parkway within the next five years and on Britannia Road over the next ten years.

4. Finally the study indicates the need for:
- 4.1 A further condition of development related to Draft Plan T-87027 by Erin Mills Development Corporation, respecting the widening of Britannia Road, and
 - 4.2 Discussions between the Region and Erin Mills Development Corporation regarding the timing of the widening of Erin Mills Parkway.

RECOMMENDATION:

- (a) That the Ministry of Transportation be requested to program the construction of the Highway 401 Collector Distributor System westerly to a new interchange at the Mavis Road Extension by 1993.
- (b) That the following road improvements included in the Region of Peel's "Draft Capital Budget and Forecast - Major Roads 1988-1997" be endorsed:
 - (i) The widening of Derry road from Hurontario Street to west of Highway 401 between 1989 and 1993;
 - (ii) The widening of Britannia Road from Hurontario Street to Creditview Road during 1889 and 1990;
 - (iii) The widening of Mississauga Road from Highway 401 to Erin Mills Parkway in 1989;
 - (iv) The widening of Erin Mills Parkway from Mississauga Road to Battleford Road in 1989;
 - (v) The widening of Erin Mills Parkway from Erin Centre Boulevard to Highway 403. The timing of this should be reviewed to ensure that this improvement is in place prior to occupancy of the townhouse and apartment components of the lands subject to plans of subdivision under Files T-87027 and T-87026.
- (c) That the Region of Peel be requested to add the following improvements to its "Capital Budget and Forecast - Major Roads 1988-1997":
 - (i) The widening of Britannia Road from Creditview Road to Erin Mills Parkway during 1991 and 1992; and
 - (ii) The widening of Britannia Road from Erin Mills Parkway to Ninth Line.

- (d) That the Region of Peel be requested to add the following condition of approval to the plan of subdivision under File T-87027 by Erin Mills Development Corporation (area bounded by Britannia Road West, Erin Mills Parkway, Thomas Street and Winston Churchill Boulevard):
"Prior to site development plan approvals for the townhouses and apartments Britannia Road shall have been completed to 4 lanes from Hurontario Street to Erin Mills Parkway."
- (e) That the findings of the Northwest Mississauga Roads Review respecting City of Mississauga roads as outlined in the report dated June 17, 1988, from the Commissioner of Public Works, to the Operations & Works Committee meeting on June 29, 1988, be approved as a basis for preparing the Public Works Department's 1989 to 1998 Capital Budget and Forecast for Major Road Improvements.

Mr. R. Sasaki of the Public Works Department reviewed the report.

In response to an enquiry by Councillor T. Southorn as to the timing by the Province of the construction of Hwy. 401/Mavis Road Interchange, Mr. Taylor advised the City is anticipating the construction will be completed by 1993. He advised this ties in with the extension of the Collector Distribution System west of Hurontario Street. He advised he will attempt to provide a firm date by the 1989 budget discussions.

Councillor Southorn advised there is an anticipated problem with the widening of Britannia Road through Streetsville with the Credit River and CPR tracks. He suggested staff work with the Region of Peel to arrive at an appropriate solution. The Councillor also advised with the growth anticipated in Ward 9, boundary changes and consideration of a second Councillor may be necessary to handle the workload.

Councillor D. Culham concurred with the staff report stating Resolution 595-81 shifted growth east of the Credit River reducing the stress on major arterials west of the river. He advised commended the Council of the day for this decision.

In response to an enquiry by Councillor Culham as to where the funding has evolved for these major works, the City Manager advised almost all of the capital funding has emanated from development levies.

F.06.03.08

Approved

See Recommendation OW-278-88 (D. Culham)

4.

Report dated June 15, 1988, from the Commissioner of Public Works with respect to the 1988 Capital Budget - Traffic Signal Installations.

Council approved the following funding for new traffic signal installations as part of the 1988 Capital Budget:

	City Funded Installations (\$ 000)	Developer Funded Installations (\$ 000)	Total 1988 Budget (\$ 000)
Gross Cost	300	855	1,155
Subsidy	(120)	-	(120)
Contributions	-	(855)	(855)
Net City Cost	<u>180</u>	<u>0</u>	<u>180</u>

Traffic signals are proposed for installation at five intersections, utilizing City and M.T.O. funding. Based on the M.T.O. subsidy approval, the effective subsidy available to support the 1988 Traffic Signal Program will be reduced to 43% as opposed to the eligible rate of 50%.

Seven other intersections have been identified for signal installations which will be totally financed through developer contributions.

The warranted signal installation at Mississauga Road and Main/Pearl Street will be subject to a further review.

RECOMMENDATION:

That with regard to the 1988 Traffic Signal Capital program:

(a) The 1988 Capital Budget be revised as follows:

	City Funded Installations (\$ 000)	Developer Funded Installations (\$ 000)	Total 1988 Budget (\$ 000)
Gross Cost	316	420	736
Subsidy	(136)	-	(136)
Contributions	-	(420)	(420)
Net City Cost	<u>180</u>	<u>0</u>	<u>180</u>

(b) The following locations be included in the City funded traffic signal installation program:

Winston Churchill Boulevard and Tours Road
 Britannia Road and Kennedy Road/Coopers Avenue
 Fieldgate Drive and Bough Beeches Boulevard
 Glen Erin Drive and Council Ring Road
 Tomken Road and Willowbank Trail

- (c) The following locations be included in the developer funded traffic signal installation program:
- Burnhamthorpe Road and Loyalist Drive.
 - Dundas Street and Cee-Phil Developments.
 - Rathburn Road and Duke of York Boulevard.
 - Rathburn Road and Elora Drive.
 - Central Parkway and Confederation Parkway.
 - Fairview Road and Confederation Parkway.
 - Mavis Road and Huntington Ridge.
- (d) A further report be prepared on alternatives to the signal installation at Mississauga Road and Main/Pearl Street.
- (e) Additional developer funded installations in 1988 be reported to Council for approval as they become needed.

A.02.03.02.07

Approved

See Recommendation OW-279-88 (D. Culham)

5. Report dated June 15, 1988, from the Commissioner of Public Works with respect to a Release and Abandonment of Easement over Lot 71, Plan 529, located adjacent to Isherwood Court, south of Britannia Road West and east of Erin Mills Parkway.

Mr. Taylor advises during the process of examining the Title of Lot 71 prior to applying for a building permit, the owner, Mr. Paul Ravensdale, discovered the six foot wide drainage easement located within the east boundary of his property. This easement was granted by the original developer, Dolphin Development Company Limited and registered on December 19, 1958. Mr. Ravensdale has requested that, if the City is not using this easement and has no future need for the easement, the City arrange for this easement to be abandoned and removed from the Title of his property.

A review of existing and future services on Isherwood Court and the surrounding area has revealed that sanitary sewer and water services are in place. A future storm sewer for Isherwood Court would be installed without the use of the drainage easement on Lot 71.

RECOMMENDATION:

That the City of Mississauga enact a By-law authorizing the execution and registration of a Release and Abandonment of Easement for the drainage easement located on Lot 71, Plan 529 and Registered on December 19, 1958 as Instrument No. 6479, granted by the Dolphin Development Company Limited.

Councillor T. Southorn enquired if the property owner also requires a rear easement. He advised this property was the subject of a Committee of Adjustment application which refused the building of a house on this property as the foundation did not meet the setback requirements. Councillor Southorn requested the Commissioner of Public Works advise him prior to the Council meeting on July 11, 1988.

E.02.02.02.25

Approved

See Recommendation OW-280-88 (T. Southorn)

6. Report dated June 13, 1988, from the Commissioner of Public Works in response to a number of inquiries made by residents of the Netherbrae Road area with respect to the apparent need for extended on-street parking as well as parking prohibitions within this neighbourhood of the Malton community.
- (a) Mr. Richard Young, 7030 Netherbrae Road, presented a petition to City Council on May 24, 1988, requesting twelve (12) hour parking on Netherbrae Road.
 - (b) Mr. Jerry Colarusso of 7033 Netherbrae Road, Unit 9, contacted Councillor McKechnie in April, 1988 requesting on-street extended parking on Netherbrae Road due to on-site parking shortages at his condominium residence. Mr. Colarusso is on the Board of Directors of the condominium association.
 - (c) Mrs. Lorie Gillespie, 7030 Netherbrae Road, submitted a petition to Councillor McKechnie requesting on-street extended parking in September 1987.
 - (d) Mrs J. Ivanshyn of 6931 Darcel Avenue contacted Councillor McKechnie in September of 1987 requesting a one side parking prohibition on Rexwood Road due to overnight parking.

Public Works staff have monitored this area during the previous months and have been in contact with Councillor McKechnie in this regard. Parking Control staff have been contacted by residents on a number of occasions with respect to parking complaints and have issued parking tickets when necessary.

Although there is evidence of a need for additional parking space for a number of residents in the condominium developments at 7030 and 7033 Netherbrae Road, permitting extended on-street parking on this roadway would create problems for those residents fronting this street. Further, to ensure an adequate level of safety and to reduce the on-going damage to the shoulders and ditches of Rexwood Road, parking should be prohibited at anytime on both sides of this roadway.

RECOMMENDATION:

- (a) That extended twelve (12) hour parking not be implemented on Netherbrae Road as the placement of the driveways does not provide adequate area for the safe parking of vehicles.
- (b) That a by-law be enacted to amend By-Law 444-79 as amended to implement a 'No Parking Anytime' prohibition on both sides of Rexwood Road between Netherbrae Road and Derry Road.

Mr. Richard Young, 7030 Netherbrae Road and Mrs. Teresa Bednarz, 7033 Netherbrae Road did not appear before Committee regarding this matter. The Ward Councillor, F. McKechnie requested the matter be deferred to the next regular meeting of Operations & Works Committee (August 3, 1988) to afford the residents time to address the Committee.

F.06.04.02

Deferred to the Operations & Works Committee meeting scheduled to be held on August 3, 1988.

See Recommendation OW-281-88 (F. McKechnie)

7. Report dated June 14, 1988, from the Commissioner of Public Works in response to a request by Ms. M. Khan on behalf of Canada Post and Mr. B. J. Harasowsky, Malton Postal Station Manager, to park Canada Post vehicles and postal workers' private vehicles in the Hull Street Municipal Parking Lot.

In a letter to Councillor McKechnie dated October 1987 from Mr. Harasowsky, it is indicated that the current postal station at 2855 Derry Road is too small to serve the needs of the growing Malton Community. In this regard there is insufficient space to accommodate all the postal vehicles, employee vehicles and those of the post office customers. This has resulted in the need to park vehicles on adjacent residential streets.

Canada Post has advised that they are currently searching for a new facility which when finalized would alleviate these concerns. However, as an interim solution, they feel their vehicles could be accommodated in the Hull Street Municipal Parking Lot.

Ms. Khan has advised that space is required for approximately forty (40) vehicles, which would consist of Canada Post vans and station wagons as well as employee vehicles, and will be needed for twelve (12) to fifteen (15) months.

Public Works staff have monitored the usage of the Hull Street Lot, and based on this review are confident that this request can be accommodated without inconveniencing other lot patrons.

Currently, parking is permitted in the Hull Street lot for a maximum of three (3) hours, which would require an amendment to permit a maximum of twelve (12) hour parking.

RECOMMENDATION:

- (a) That a by-law be enacted to amend Traffic By-law 444-79, as amended, to implement a change in the maximum allowable parking duration from three (3) to twelve (12) hours in the Hull Street Municipal Parking Lot No. 8.
- (b) That Ms. Mary Khan, Property Officer for Canada Post be advised that the City of Mississauga will permit the parking of a maximum of forty-five (45) Canada Post and employee vehicles, (not including heavy trucks) during postal station business hours only for a period up to and including August 31, 1989 within the Hull Street Municipal Parking Lot No. 8, subject to the following conditions:
 - (i) that these vehicles be restricted to a single portion of the lot as determined by the Public Works Department,
 - (ii) that Canada Post agrees to have all its vehicles removed from said lot upon thirty (30) days written notice from the City of Mississauga,
 - (iii) that Canada Post agrees to repair any damage to the lot as a result of the parking of its vehicles within this facility,
 - (iv) that Canada Post agrees to release the City of Mississauga of any liability incurred as a result of the parking of its vehicles within this facility.
- (c) That the Public Works Department monitor the parking situation within the Hull Street Parking Lot on a monthly basis to ensure that other lot patrons are not unduly inconvenienced by the parking arrangement with Canada Post.

Ms. M. Khan, Property Officer, Canada Post appeared before Committee advising of her concurrence with the staff recommendation with the exception of part (b) (iii) advising it should read, "That Canada Post agrees to repair any damage to the lot that is other than normal wear and tear."

The Ward Councillor F. McKechnie stated the recommendation should remain the same however, he enquired as to why Canada Post requires the parking of a maximum of 45 vehicles in this Lot. Ms. Kahn advised the Lot would be used mainly by employees and the overflow of Canada Post vehicles that cannot be accommodated at the Derry Road facility. Councillor McKechnie expressed concern with Canada Post vans parking in this Lot advising, however, as the Lot is monitored by staff on a monthly basis, he would recommend adoption at this time.

E.04.01

Approved

See Recommendation OW-282-88 (F. McKechnie)

8. Report dated June 15, 1988, from the Commissioner of Public Works in response to a petition from Mr. & Mrs. Binch, 3576 Gallagher Drive, requesting removal of the parking prohibitions that are in effect on both sides of Gallagher Drive from Otis Avenue to Conliffe Court, between 7:00 a.m. and 7:00 p.m. daily. Vehicles parked by fishermen on Gallagher Drive have previously created problems to area residents. Eliminating the parking prohibitions would re-introduce these problems. Since only 16 of the 47 residences have supported this request, the Public Works Department is reluctant to support the removal of the parking prohibitions on Gallagher Drive. However, the Public Works Department would support the implementation of seasonal parking prohibitions on Gallagher Drive if the majority of residents support this proposal.

RECOMMENDATION:

- (a) That the parking prohibitions on both sides of Gallagher Drive, between the south limit of Otis Avenue and the north limit of Conliffe Court, remain in effect from 7:00 a.m. to 7:00 p.m. daily.
- (b) That the Councillor Culham contact the residents of Gallagher Drive to ascertain their views on implementing the parking prohibitions on a seasonal basis.

Mr. Heinz Klenzle, 3557 Gallagher Drive, appeared before Committee expressing concern on behalf of the residents on Gallagher Drive, that the staff recommendation does not solve the problem of fishermen parking on this street. He circulated photographs of over 20 cars parking on Gallagher Drive in one evening. He advised the parking prohibition presents problems by restricting residents and guests from parking on the street. He stated it is the wish of the residents on Gallagher Drive to either remove the parking prohibition in its entirety, prevent access to the river from Gallagher Drive or to permit seasonal parking only.

Councillor D. Cook advised as the fishing on the river is not part of The Great Salmon Hunt which is sponsored by the Toronto Star, access to the river should be restricted.

Councillor D. Culham advised the Recreation & Parks Department have reviewed the parking of cars on the Bird Property which is on the north side of Burnhamthorpe Road which should alleviate some of the parking problems in the area. He stated a fence was placed at Burnbrae Drive however, this has been snipped on several occasions. Councillor Culham advised it is difficult to base decisions on petitions as past experience has dictated petitioners, when petitioned a second time, have changed their minds. He advised there is a variety of options to explore and it would be advantageous to discuss this matter with the residents prior to any decision being made.

Discussion took place regarding fishing along the Credit River, and it was emphasized that the Credit River is a major tourist attraction and an asset to the City.

Councillor Cook moved a motion to direct staff to investigate the possibility of preventing fishermen in that area by means of totally restricting public access across City property to the river.

The Commissioner of Recreation & Parks advised the enforcement of this restriction would be difficult and it is not the intent of the City to prevent the public from entering the Credit Valley. He advised he is working closely with the Ward Councillor in order to resolve the problem.

F.06.04.02

Approved

See Recommendation OW-283-88 (D. Culham)

9. Report dated June 15, 1988, from the Commissioner of Public Works in response to a request by Mr. E. Williams, 5876 Shay Downs through Councillor Southorn's office for a road closure for a street dance and barbeque for Saturday, July 16, 1988 between the hours of 4:00 p.m. and 12:00 midnight.

Mr. Williams has indicated that all of the residents of Shay Downs, as well as a number of Hargood Place residents will be in attendance, and a petition signed by these residents will be forwarded.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law 444-79, as amended, to implement the closure of Shay Downs for a street dance on Saturday, July 16, 1988 between 4:00 p.m. and 12 midnight subject to the following conditions:

- (i) Completion of a road closure permit at least five (5) working days prior to the event.
- (ii) Completion of a Hold Harmless Agreement releasing the City from any liability incurred as a result of this event.
- (iii) That the applicant obtain and return, at his own expense, road closed signs/barricades.

F.06.02.02

Approved

See Recommendation OW-284-88 (T. Southorn)

10. Report dated May 19, 1988, from the Commissioner of Public Works in response to a request by Councillor F. McKechnie regarding traffic congestion on Dunrankin Drive.

Traffic congestion in the area of Dunrankin Public School has been causing a number of problems for the local residents.

The congestion is as a result of parents picking up and dropping off their children in front of the school. Vehicles consistently park on both sides of Dunrankin Drive creating sight line obstructions and reducing the effective width of the roadway particularly through the curved section where the school is located.

Parking could be prohibited on both sides of Dunrankin Drive through the curve to help minimize conflicts. Some parking would still be available in the vicinity of the school for the parents.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-Law 444-79, as amended, to implement a no parking anytime prohibition on both sides of Dunrankin Drive between a point 61 metres east of Wainbrook Road and a point 65 metres north-easterly.

F.06.04.02

Approved

See Recommendation OW-285-88 (F. McKechnie)

11.

Report dated May 25, 1988, from the Commissioner of Public Works in response to a request by Mrs. Barb Gates of the Peel Board of Education, to extend the loading zone across the entire frontage of Clarkson High School, Bromsgrove Road, since in excess of fifteen (15) buses were used at the school and the existing zone could not accommodate the entire fleet.

A report was prepared for the Operations and Works Committee meeting of February 24, 1988 and was scheduled for the Council agenda of March 28, 1988. The report was deferred by Councillor Mullin pending a further site review.

Public Works personnel met on site with Councillor Mullin and Mrs. Gates on May 6, 1988 and it was determined that proper utilization of the on-site school space would allow for the on-site accommodation of all the school buses while maintaining an acceptable level of safety.

The Public Works Department generally supports on-street school bus loading zones when and where they are necessary, depending on the type and nature of the roadway. Since on-site space is available at Clarkson High School, to accommodate these school buses, and since Bromsgrove Road is a major residential collector roadway, it is felt that the relocation of the loading zone to school property would enhance traffic movement and create a greater level of safety.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law 444-79, as amended, to remove the school bus loading zone adjacent to Clarkson High School on Bromsgrove Road, as adequate on-site space is available to accommodate the school buses.

Mrs. Barb Gates, Peel Board of Education, appeared before Committee advising the parking of fifteen (15) buses at the Clarkson High School presents a serious traffic problem in the afternoon with parents arriving to pick up students and students driving their own cars. She advised there is a safety factor to be considered as cars attempt to go around the buses.

The Ward Councillor P. Mullin advised she has met on site with staff and the recommendation to remove the school bus loading zone and to properly utilize the on-site school space would allow for the on-site accommodation of all the school buses while maintaining an acceptable level of safety. She advised this school has a slip-off in front which provides a suitable area for the school buses. She advised the students should be informed of the situation and the safety factor involved in order to deal with the matter effectively.

Councillor D. Cook advised it is the responsibility of the School Board and the City to provide sufficient funding to solve the problem whether it be on school or public property if there is a public park near by.

Councillor H. Kennedy concurred with the staff recommendation advising the idea of a slip-off area should be incorporated in the development of new schools to alleviate this problem in future.

Councillor Mullin advised in the elementary school system, a member of staff is available to control the flow of buses in the area and this should be encouraged in the secondary school system.

F.06.04.13

Approved

See Recommendation OW-286-88 (F. McKechnie)

12.

Report dated June 14, 1988, from the Commissioner of Public Works advising that Council at its meetings of February 22, 1988 and June 13, 1988 adopted Operations and Works Committee Recommendations regarding the North/South Arterial Road Study and Busway and Transit Terminal Study for the City Centre Area requesting "that proposals be requested from a number of consulting firms for the functional design of the future Busway and Transit Terminal in the City Centre Area and, that the Ministry of Transportation for Ontario be requested to provide special subsidy from the Ontario Transportation Investment Initiatives fund for the functional design of the Busway and Transit Terminal in the City Centre Area."

Proposals from consultants for engineering services are requested so that the project team qualifications and experience can be assessed with respect to a particular project. The preparation of proposals involves cost not only to the consultant, but also to the City in staff time.

Based on a review of available consultants, it is recommended that direct appointments be made as follows:

- (a) North/South Arterial Road between Eglinton Avenue and Courtneypark Drive east of Dixie Road, be awarded to M.M. Dillon Limited.
- (b) Busway and Transit Terminal Study in the City Centre area be awarded to McCormick Rankin.

These direct study awards are recommended based on past and ongoing experience directly related to the projects and are subject to the satisfactory preparation of detailed work programs and cost breakdowns for the approval of Council.

RECOMMENDATION:

- (a) That the route feasibility and preliminary design study relating to a new North/South Arterial Road between Eglinton Avenue and Courtneypark Drive east of Dixie Road, be awarded to the firm of M.M. Dillon Ltd., subject to the preparation of a detailed work program, study costs and study agreement for the approval of City Council.
- (b) That the Busway and Transit Terminal Study in the City Centre area be awarded to the firm of McCormick Rankin, subject to the approval by the Ministry of Transportation for Ontario of special subsidy from the Ontario Transportation Investment Initiative Program, and the preparation of a detailed work program, study costs and study agreement for the approval of City Council.

A.02.03.02.18

Approved

See Recommendation OW-287-88 (H. Kennedy)

13. Report dated June 16, 1988, from the Commissioner of Public Works in response to Operations and Works Committee Recommendation OW-205-88 (May 11, 1988) as follows:

"That the access to the Petro Canada Gas Bar/Country Style Donut Shop site on the north-west corner of the intersection of Eglinton Avenue and Tomken Road be referred to staff and the area representative, Councillor F. McKechnie, for further review."

June 29, 1988

At this point in time a serious accident problem and safety hazard has not been identified that would warrant the restriction of the access points to the Country Style Donut Shop and the Petro Canada Gas Bar and Car Wash on the north-west corner of the intersection of Tomken Road and Eglinton Avenue.

RECOMMENDATION:

That no action be taken at this time with respect to the access points to Eglinton Avenue from the Petro Canada Gas Bar and Car Wash and the Country Style Donut Shop development on the north-west corner of the intersection of Tomken Road and Eglinton Avenue.

J.05.88013

Approved

See Recommendation OW-288-88 (T. Southorn)

14.

Report dated June 17, 1988, from the City Clerk in response to a request from GO Transit to renew permission to enter on untravelled portion of McConnell Road.

On July 15th, 1987 Council enacted By-law 598-87 authorizing GO Transit to enter onto a portion of the untravelled McConnell Road allowance, described as Part 5 on Plan 43R-14304 for the purpose of widening the existing grade for the Toronto/Milton Rail Service Project. The said permission expired on December 31, 1987 and GO Transit has requested an extension until December 31, 1988.

The Public Works Department has reviewed this request and have no objections to Granting the Permission to Enter.

RECOMMENDATION:

That a by-law be enacted authorizing the execution of a Permission to Enter Agreement onto City lands, being a part of the untravelled McConnell Road and described as Part 5 on Plan 43R-14304.

Councillor D. Culham expressed his concern that McConnell Road has not been closed. He stated it is his understanding there is a problem with Ontario Hydro and urged staff to investigate to ensure the closure of this road in the very near future.

Mr. Angus McDonald advised many problems have occurred confirming an objection by Ontario Hydro is one of them. He advised there are other agencies who must give their approval as well.

Councillor Culham requested the Public Works Department arrange a meeting with Ontario Hydro to try and resolve the issue.

E.02.02.02.25

Approved

See Recommendation OW-289-88 (D. Culham)

15. Report dated June 8, 1988, from the General Manager, Mississauga Transit, summarizing the report "Kipling Terminal - Bus Expansion & Gateway Overview" prepared by the consulting firm of Marshall Macklin Monaghan Ltd. Mr. Dowling advises the Mississauga Transit & Study Steering Committee to oversee the study was comprised of representatives from the Ministry of Transportation, GO Transit, Mississauga Transit, Region of Peel, Toronto Transit Commission and Metropolitan Toronto. The report outlines the study purpose and findings and concludes of the six conceptual alternative locations studied by the Steering Committee agreement was reached that Alternative No. 2 - the present Kiss N' Ride site - will best satisfy the essential requirements of Mississauga Transit, namely:
- (a) Passengers walk the minimum possible distance between the bus terminal and the subway platform.
 - (b) Sufficient bus bays are provided to accommodate anticipated bus routes and number of buses and, sufficient space provided for lay-over buses.
 - (c) That access to and from the bus terminal to and from Dundas and Bloor Streets would not result in excessive delays to bus service.
 - (d) That the terminal could be extended in the future.
- These requirements would be met only by Alternative No. 2.

RECOMMENDATION:

That the Alternative No. 2 bus terminal plan as described in the Marshall Macklin Monaghan Final Report on the Kipling Terminal - Bus Expansion and Gateway Overview Study be approved and that the Minister of Transportation be so advised and requested to proceed quickly with the construction of this important terminal facility.

Mr. Dowling reviewed the report. Councillor H. Kennedy moved adoption of the staff recommendation.

D.01.04

Approved

See Recommendation OW-290-88 (H. Kennedy)

ADDITIONAL ITEMS

16. Memorandum dated June 27, 1988, from Councillor D. Culham, requesting a stop sign be placed at Hewick's Lane and Credit Pointe and further the Peel Police be requested to monitor the traffic in this area of the neighbourhood.

Councillor Culham requested a report from staff to the Council meeting on July 11, 1988.

F.06.04.02

Approved

See Recommendation OW-291-88 (D. Culham)

June 29, 1988

17. Memorandum dated June 27, 1988, from Councillor D. Culham requesting staff prepare a report to the August, 1988 Operations & Works Committee meeting, with a recommendation as to Mississauga implementing a compulsory Blue Box system for curb side recycling as to how and when such a decision can be implemented.

Councillor Culham advised the City is behind in waste management in the 40 year Peel Master Plan.

The Commissioner of Public Works advised a report will be prepared for the August Operations & Works Committee meeting and if possible, other recycling issues may be addressed in this report i.e. composting. (Request for Report 227-88)

F.05.04.05

Approved

See Recommendation OW-292-88 (D. Culham)

Recommendations:

As per Report 13-88

Adjournment:

11:25 A.M.

THE OPERATIONS AND WORKS COMMITTEE

JUNE 29, 1988

REPORT 13-88

TO: THE MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents its thirteenth report and recommends:

OW-276-88 That no change be made to the current practice of requiring dedications of sight triangles and that the Landscape Section of the Planning & Building Department be requested to pay special attention to establishing appropriate landscaping features on sight triangles.

A.00.02.01
(OW-276-88)

OW-277-88 That the Municipality of Metropolitan Toronto be advised that the City of Mississauga endorses the following recommendations of the Northwest Metro Transportation Study, on the condition that the City of Mississauga is appropriately represented in future studies:

- (i) the widening of Eglinton Avenue West from Renforth Drive to Black Creek Drive with the possible utilization of the additional lanes only for peak period buses;
- (ii) studies to address expansion of GO Rail services;
- (iii) a West Metro boundary transit study; and
- (iv) an origin/destination survey of trips using Highway 401 between Highway 403 and the Humber River.

D.01.01, D.04.05
(OW-277-88)

- OW-278-88 (a) That the Ministry of Transportation be requested to program the construction of the Highway 401 Collector Distributor System westerly to a new interchange at the Mavis Road Extension by 1993.
- (b) That the following road improvements included in the Region of Peel's "Draft Capital Budget and Forecast - Major Roads 1988-1997" be endorsed:
- (i) The widening of Derry Road from Hurontario Street to west of Highway 401 between 1989 and 1993;
 - (ii) The widening of Britannia Road from Hurontario Street to Creditview Road during 1989 and 1990;
 - (iii) The widening of Mississauga Road from Highway 401 to Erin Mills Parkway in 1989;
 - (iv) The widening of Erin Mills Parkway from Mississauga Road to Battleford Road in 1989;
 - (v) The widening of Erin Mills Parkway from Erin Centre Boulevard to Highway 403. The timing of this should be reviewed to ensure that this improvement is in place prior to occupancy of the townhouse and apartment components of the lands subject to plans of subdivision under Files T-87027 and T-87026.
- (c) That the Region of Peel be requested to add the following improvements to its "Capital Budget and Forecast - Major Roads 1988-1997":
- (i) The widening of Britannia Road from Creditview Road to Erin Mills Parkway during 1991 and 1992; and
 - (ii) The widening of Britannia Road from Erin Mills Parkway to Ninth Line.
- (d) That the Region of Peel be requested to add the following condition of approval to the plan of subdivision under File T-87027 by Erin Mills Development Corporation (area bounded by Britannia Road West, Erin Mills Parkway, Thomas Street and Winston Churchill Boulevard):
- "Prior to site development plan approvals for the townhouses and apartments Britannia Road shall have been completed to 4 lanes from Hurontario Street to Erin Mills Parkway."
- (e) That the findings of the Northwest Mississauga Roads Review respecting City of Mississauga roads as outlined in the report dated June 17, 1988, from the Commissioner of Public Works, to the Operations & Works Committee meeting on June 29, 1988, be approved as a basis for preparing the Public Works Department's 1989 to 1998 Capital Budget and Forecast for Major Road Improvements.

F.06.03.08
(OW-278-88)

OW-279-88 That with regard to the 1988 Traffic Signal Capital program:

(a) The 1988 Capital Budget be revised as follows:

	City Funded Installations (\$ 000)	Developer Funded Installations (\$ 000)	Total 1988 Budget (\$ 000)
Gross Cost	316	420	736
Subsidy	(136)	-	(136)
Contributions	-	(420)	(420)
Net City Cost	<u>180</u>	<u>0</u>	<u>180</u>

(b) The following locations be included in the City funded traffic signal installation program:

Winston Churchill Boulevard and Tours Road
Britannia Road and Kennedy Road/Coopers Avenue
Fieldgate Drive and Bough Beeches Boulevard
Glen Erin Drive and Council Ring Road
Tomken Road and Willowbank Trail

(c) The following locations be included in the developer funded traffic signal installation program:

Burnhamthorpe Road and Loyalist Drive.
Dundas Street and Cee-Phil Developments.
Rathburn Road and Duke of York Boulevard.
Rathburn Road and Elora Drive.
Central Parkway and Confederation Parkway.
Fairview Road and Confederation Parkway.
Mavis Road and Huntington Ridge.

(d) A further report be prepared on alternatives to the signal installation at Mississauga Road and Main/Pearl Street.

(e) Additional developer funded installations in 1988 be reported to Council for approval as they become needed.

A.02.03.02.07
(OW-279-88)

OW-280-88 That the City of Mississauga enact a By-law authorizing the execution and registration of a Release and Abandonment of Easement for the drainage easement located on Lot 71, Plan 529 and Registered on December 19, 1958 as Instrument No. 6479, granted by the Dolphin Development Company Limited.

E.02.02.02.25
(OW-280-88)

OW-281-88 That the report dated June 13, 1988, from the Commissioner of Public Works with respect to extended on-street parking and parking prohibitions on Netherbrae Road, be deferred to the Operations & Works Committee meeting on August 3, 1988, to afford an opportunity for the concerned residents in the area to attend.

F.06.04.02
(OW-281-88)

- OW-282-88 (a) That a by-law be enacted to amend Traffic By-law 444-79, as amended, to implement a change in the maximum allowable parking duration from three (3) to twelve (12) hours in the Hull Street Municipal Parking Lot No. 8.
- (b) That Ms. Mary Khan, Property Officer for Canada Post be advised that the City of Mississauga will permit the parking of a maximum of forty-five (45) Canada Post and employee vehicles, (not including heavy trucks) during postal station business hours only for a period up to and including August 31, 1989 within the Hull Street Municipal Parking Lot No. 8, subject to the following conditions:
- (i) that these vehicles be restricted to a single portion of the lot as determined by the Public Works Department,
 - (ii) that Canada Post agrees to have all its vehicles removed from said lot upon thirty (30) days written notice from the City of Mississauga,
 - (iii) that Canada Post agrees to repair any damage to the lot as a result of the parking of its vehicles within this facility,
 - (iv) that Canada Post agrees to release the City of Mississauga of any liability incurred as a result of the parking of its vehicles within this facility.
- (c) That the Public Works Department monitor the parking situation within the Hull Street Parking Lot on a monthly basis to ensure that other lot patrons are not unduly inconvenienced by the parking arrangement with Canada Post.

E.04.01
(OW-282-88)

- OW-283-88 (a) That the parking prohibitions on both sides of Gallagher Drive, between the south limit of Otis Avenue and the north limit of Conliffe Court, remain in effect from 7:00 a.m. to 7:00 p.m. daily.
- (b) That the Ward Councillor D. Culham contact the residents of Gallagher Drive to ascertain their views on implementing the parking prohibitions on a seasonal basis.

F.06.04.02
(OW-283-88)

- OW-284-88 That a by-law be enacted to amend Traffic By-law 444-79, as amended, to implement the closure of Shay Downs for a street dance on Saturday, July 16, 1988 between 4:00 p.m. and 12 midnight subject to the following conditions:

- (i) Completion of a road closure permit at least five (5) working days prior to the event.
- (ii) Completion of a Hold Harmless Agreement releasing the City from any liability incurred as a result of this event.
- (iii) That the applicant obtain and return, at his own expense, road closed signs/barricades.

F.06.02.02
(OW-284-88)

- OW-285-88 That a by-law be enacted to amend Traffic By-Law 444-79, as amended, to implement a no parking anytime prohibition on both sides of Dunrankin Drive between a point 61 metres east of Wainbrook Road and a point 65 metres north-easterly.

F.06.04.02
(OW-285-88)

- OW-286-88 That a by-law be enacted to amend Traffic By-law 444-79, as amended, to remove the school bus loading zone adjacent to Clarkson High School on Bromsgrove Road, as adequate on-site space is available to accommodate the school buses.

F.06.04.13
(OW-286-88)

- OW-287-88 (a) That the route feasibility and preliminary design study relating to a new North/South Arterial Road between Eglinton Avenue and Courtneypark Drive east of Dixie Road, be awarded to the firm of M.M. Dillon Ltd., subject to the preparation of a detailed work program, study costs and study agreement for the approval of City Council.
- (b) That the Busway and Transit Terminal Study in the City Centre area be awarded to the firm of McCormick Rankin, subject to the approval by the Ministry of Transportation for Ontario of special subsidy from the Ontario Transportation Investment Initiative Program, and the preparation of a detailed work program, study costs and study agreement for the approval of City Council.

A.02.03.02.18
(OW-287-88)

- OW-288-88 That no action be taken at this time with respect to the access points to Eglinton Avenue from the Petro Canada Gas Bar and Car Wash and the Country Style Donut Shop development on the north-west corner of the intersection of Tomken Road and Eglinton Avenue.

J.05.88013
(OW-288-88)

- OW-289-88 That a by-law be enacted authorizing the execution of a Permission to Enter Agreement onto City lands, being a part of the untravelled McConnell Road and described as Part 5 on Plan 43R-14304.

E.02.02.02.25
(OW-289-88)

- OW-290-88 That the Alternative No. 2 bus terminal plan as described in the Marshall Macklin Monaghan Final Report on the Kipling Terminal - Bus Expansion and Gateway Overview Study be approved and that the Minister of Transportation be so advised and requested to proceed quickly with the construction of this important terminal facility.

D.01.04
(OW-290-88)

- OW-291-88 That staff of the Public Works Department prepare a report and by-law for the Council meeting on July 11, 1988, recommending the implementation of a three-way stop at Hewick's Lane and Credit Pointe Drive.

F.06.04.02
(OW-291-88)

OW-292-88 That staff of the Public Works Department prepare a report to the Operations & Works Committee meeting scheduled for August 3, 1988, with recommendations as to how and when a compulsory Blue Box system for curb side recycling can be implemented in the City of Mississauga.

F.05.04.05
(OW-292-88)